

THE PANAMA CANAL

100 YEARS AGO

**Illustrated with 100 colorized photographs,
history and family stories (1920)**

By

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December 2020

Dedication

In loving memory of those who were affected by the 2020 pandemic in Panama, the United States, and the rest of the world. Furthermore, after over 100 years, I present my personal [Roosevelt] Medal to all of those who worked on the Canal's construction for more than two years, between May 4, 1903, and December 31, 1914, including my great-grandfather, Pedro Hernández Díaz, who started working in 1907 (Isthmian Canal Commission) until 1924 (The Panama Canal). In addition, the thousands of "Alien" workers (Panamanians included) on the Silver Roll whose efforts were never recognized because they were not white Americans on the Gold Roll. Unfortunately, the official archives (work records) of all Silver Roll employees were disposed following The Panama Canal Personnel Regulations Manual of 1928.

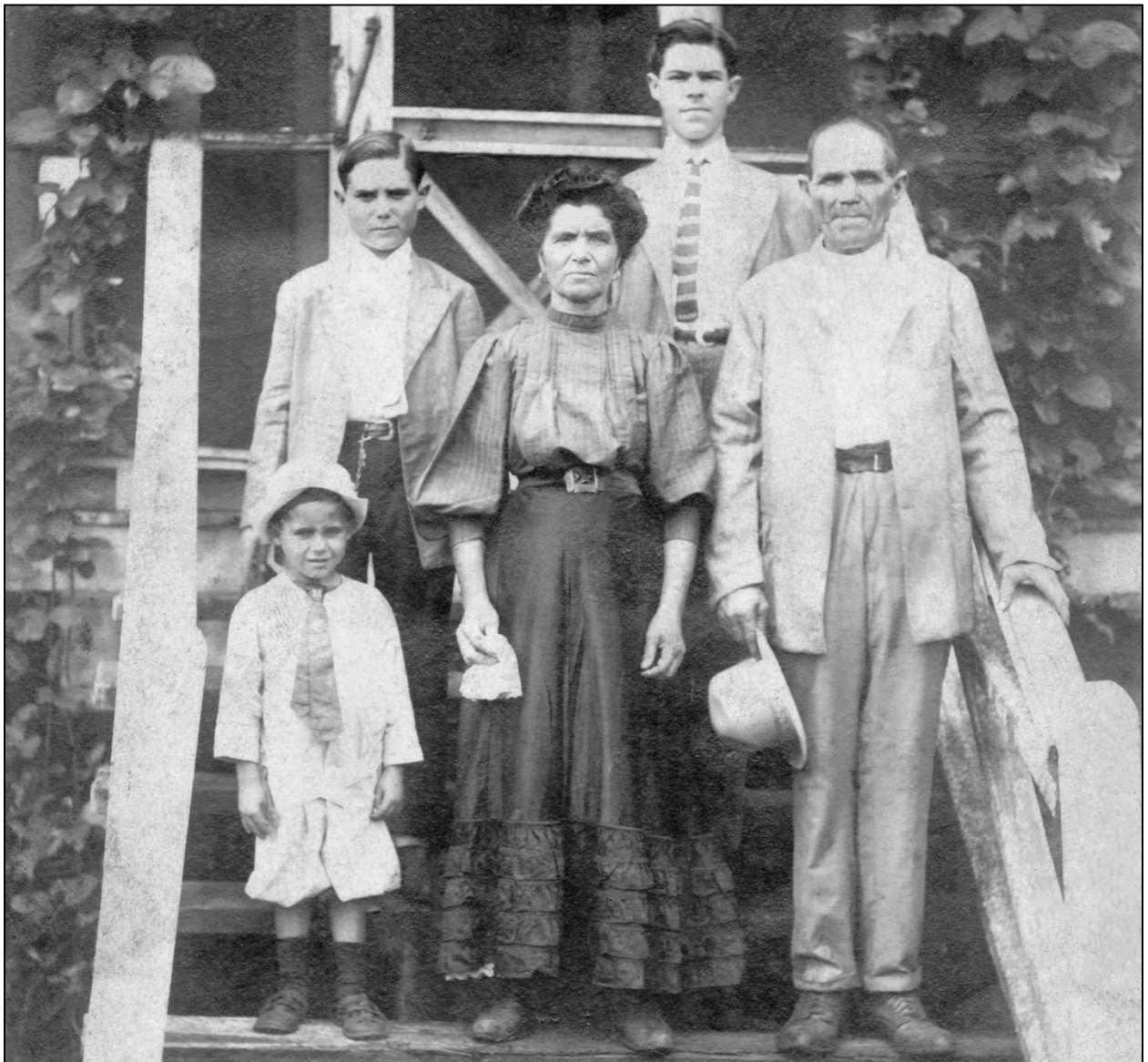


Illustration 1 - Circa 1915: Pedro, Genaro, Rosa [García Crespo], Julio and Pedro Hernández Díaz Leal at La Boca.

Epigraph

“While all of my schoolmate's fathers were either still working or retired with benefits, my grandfather [Pedro Hernández Díaz Leal] had no such benefits. The unfairness of the treatment he received at the hands of the [United States of America] government made me angry. After all, he had risked his life as a laborer, often dynamiting in the construction of the canal - which was very dangerous work - and all they gave him at retirement was a job sweeping the streets. I would see him on the way to school and feel angry and embarrassed that he would have to be doing such work. And, of course, the knowledge of my grandfather's position provided more motive for my schoolmates to harass me.” Julio Hernández Claramunt (October 29, 2009).

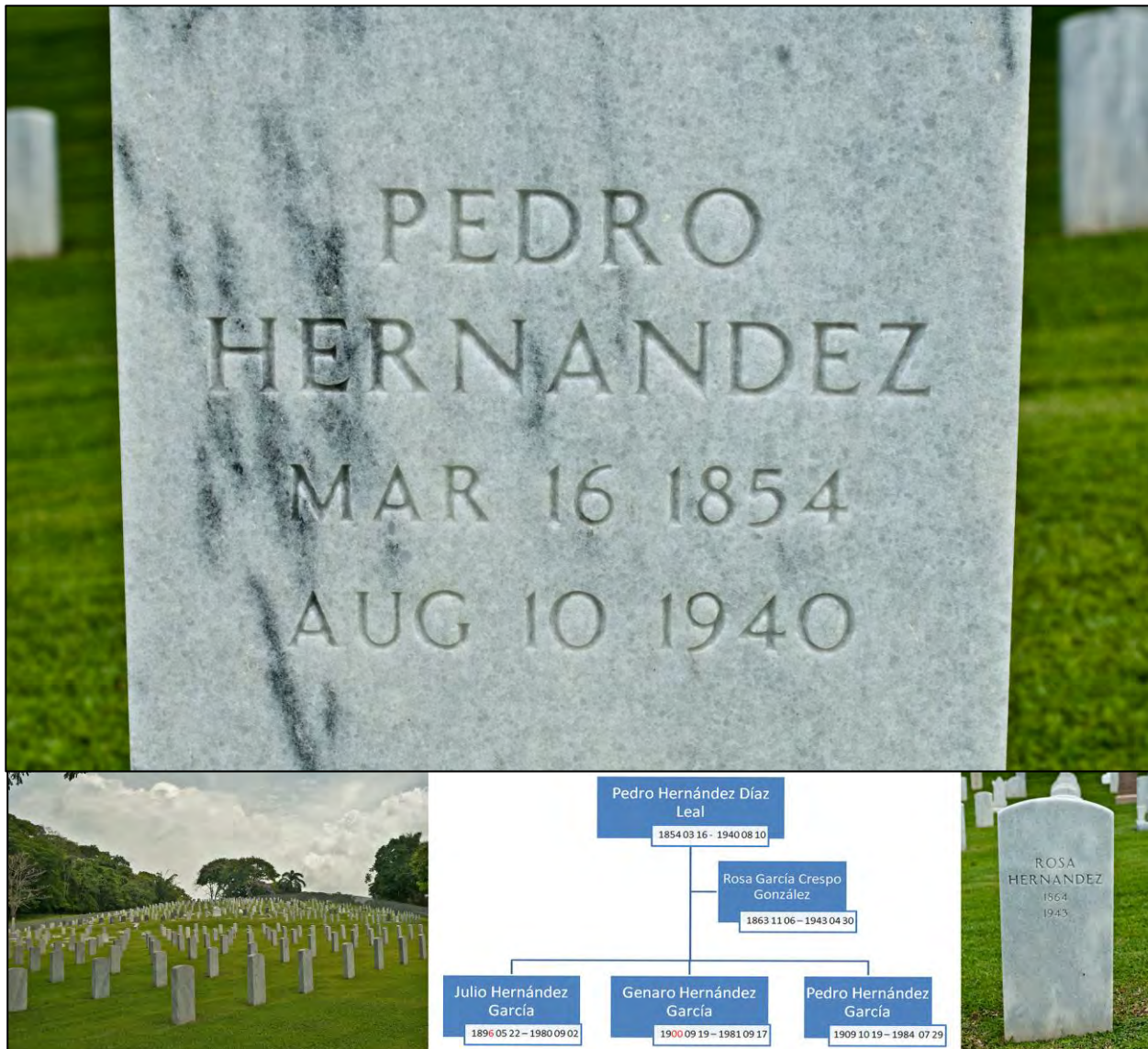


Illustration 2 - Corozal American Cemetery and Memorial: “TO ALL INTERRED HERE WHO SERVED IN ITS ARMED FORCES OR CONTRIBUTED TO THE CONSTRUCTION, OPERATION AND MAINTENANCE OF THE PANAMA CANAL.”

Preface

How was the Panama Canal 100 years ago? This question was the starting point of this book, which originally was only going to be colorized photos of the Panama Canal and associated activities. As I progressed in my work, I decided to mention other topics that occurred 100 years ago such as world events, Panama Canal information and activities, the largest strike in Canal history, a bit of the Hernández legacy, Ernest Hallen photographs, film colorization, and others.

In April 1920, the Spanish Flu ended with an estimated seventeen million to fifty million dead. It would be the last global pandemic until the dawn of the Coronavirus of December 2019. As of today, December 31, 2020, 1.82 million people have died worldwide, 353,751 in the United States, and 3,975 in Panama (<https://www.worldometers.info/coronavirus/>).

100 years ago, annual reports were published for fiscal years ending June 30. Only the Fiscal Year 1920 Annual Report of the Governor of the Panama Canal was included in chapter one. As of July 1920, much of the documentary value of the annual reports was lost since all the detailed information of the Departments and Divisions was not included neither illustrations nor photos.

The Canal was unofficially opened to traffic in August 1914. On July 12, 1920, President Woodrow Wilson issued the following proclamation formally announcing the completion of the Canal and declaring it open to commerce:

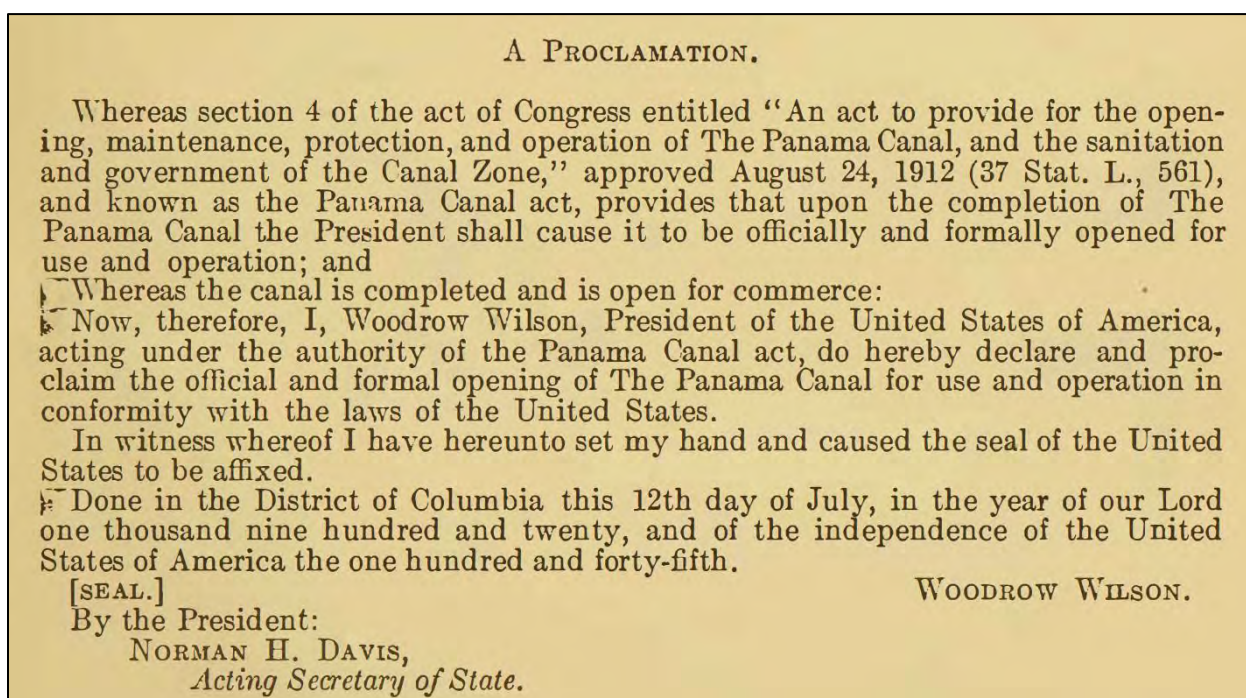


Illustration 3 - ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.

Salutations

I thank all those who, during this difficult period of social distancing, were in contact and communicated, in one way or another, to show their support and friendship. For this reason, I devote this publication to the following friends and family (in alphabetical order):

Amanda O'Meally (Mandy), Amelia Sanjur (Buenas), Carlos Guevara Mann (Doctor), Cecilia De Salvador (Ceci), Diego Massot (Gogo), Dolores Massot (La Prima), Doris Romero (Dorisin), Flor Claramunt (Prima), Iván Ortiz (Mr. Sucks), Isabella Cristina Massot (Tutu), Jaime Arroyo (Tocayo), Jaime Claramunt (Primo), Jorge de La Guardia (El Hombre), Julio Pasco (El Chef), Lina Quirós (Desorden). Luís Vega (Perrys), Manuel Cordovez (Manolo), Magali Ulloa (Maggie), Malaquia González (Malacría). Marco Barriga (Famosísimo), María Lorena Massot (Nunu), Maribel Barsallo (Buggy), Mario Lewis Morgan (Foto Endara), Nicolás Liakopulos (Niko), Pablo Ortega (El Hermano), Polo Rodríguez (El Gerente), Ramón Molina (Monchi), Teresa Quintana (Tere), y Umberto Marotta (El Pulpo).



Illustration 4 - Isabella Cristina & María Lorena Massot at Santa Fe (Veraguas).

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I. Introduction

The book you are about to see consists essentially of one hundred photos taken a century ago. I have given them a digital treatment to show them in color and, in most cases, improve them due to their understandable deterioration.

Coloring historical photos originally in black and white or sepia is nothing new. This technique has been applied to photography for over a century. One of the best Panamanian photographers, editors, and advertisers was Isaac Levy Maduro, Jr. (I. L. Maduro, Jr. 1870-1931), whose biography and images appear in several of my publications listed at the end of this book.

Comparing the digitally colored photos with the effort made more than one years ago leads me to recognize the admirable work done at that time. For that reason, this publication is an incentive to seek, remember, and appreciate the beauty of early twentieth-century postcards.

Currently, we are in the midst of a pandemic. It is important to remember that similar circumstances afflicted the world when the Spanish flu the world in 1918-1920. The coronavirus did not appear as an isolated phenomenon in a specific neighborhood or city. It has reached the whole world and has been addressed through lockdowns globally. Reflecting on this, I realized compiling a new book would be a good way to use my time and make a contribution during this pandemic.

Although vaccines to address the coronavirus are starting to be used throughout the world, we will remain at risk through the upcoming months. Ideally, the book would have been published at the end of the pandemic, when more publicity would have surrounded it, but my intention is to share the colored images of the Panama Canal and its surroundings on the occasion of their centenary. For this reason, I decided to publish this compilation exactly 100 years after the original photos were taken (1920).

Photos number one through ninety were taken by Ernest "Red" Hallen, with dates attached to each one. The remaining pictures are by I. L. Maduro and other photographers circa 1920. The images are in the public domain, which means that the copyright of the image was never established, has expired, or has been waived by the copyright holder.

II. The World in 1920

1920 (MCMXX) was a leap year starting on Thursday of the Gregorian calendar and a leap year starting on Wednesday of the Julian calendar, the 1920th year of the Common Era (CE) and Anno Domini (AD) designations, the 920th year of the 2nd millennium, the 20th year of the 20th century, and the 1st year of the 1920s decade. As of the start of 1920, the Gregorian calendar was 13 days ahead of the Julian calendar, which remained in localized use until 1923. Events¹:

- January 1: Polish-Soviet War in 1920: The Russian Red Army increases troops along the Polish border from 4 divisions to 20.
- January 2: First Red Scare in the United States: The second of the Palmer Raids takes place with another 4,025 suspected communists and anarchists arrested and held without trial in several cities.
- January 7: Russian Civil War: The forces of Russian White Admiral Alexander Kolchak surrender in Krasnoyarsk; the Great Siberian Ice March ensues. The New York State Assembly refuses to seat five duly elected Socialist assemblymen.
- January 10: The Treaty of Versailles takes effect, officially ending World War I. The League of Nations Covenant enters into force. On January 16, the organization holds its first council meeting, in Paris.
- January 11: The Azerbaijan Democratic Republic is recognized de facto by European powers in Versailles.
- January 13: The New York Times ridicules American rocket scientist Robert H. Goddard, which it will rescind following the launch of Apollo 11 in 1969.
- January 16: The Allies of World War I demand that the Netherlands extradite ex-German Emperor Wilhelm II who fled there in 1918. Zeta Phi Beta Sorority, Incorporated, is founded on the campus of Howard University in Washington, D.C.
- January 17: Prohibition in the United States begins, with the Eighteenth Amendment to the Constitution coming into effect.
- January 19: The American Civil Liberties Union (ACLU) is founded.
- January 21: The final session of the Paris Peace Conference is held, even though peace treaties with Hungary and Turkey remain to be concluded. The United States does not conclude its own treaty with Germany until August 25, 1921.

¹ <https://en.wikipedia.org/wiki/1920>

- January 22: The Australian Country Party is officially formed.
- January 23: The Netherlands refuses to extradite ex-Emperor Wilhelm II; on May 15 he moves into Huis Doorn in the country where he remains permanently in exile.
- January 28: El Tercio de Extranjeros (the "Regiment of Foreigners"), later the Spanish Legion, is established by decree of King Alfonso XIII of Spain.
- January 30: A pro wrestling match in which Joe Stecher defeats Earl Caddock in the United States is filmed for later viewing by cinema audiences, the oldest existing movie of professional wrestling.
- February 1: The South African Air Force (SAAF) is established, the second autonomous Air Force in the world, after the Royal Air Force (RAF).
- February 2: Estonian War of Independence: The Tartu Peace Treaty is signed, ending the war and recognizing the independence of both the Republic of Estonia and the Russian Socialist Federative Soviet Republic. France occupies Memel. Sayyid Muhammad, Khan of Khiva, abdicates.
- February 9: Admiral Kolchak and Viktor Pepelyayev are executed by firing squad near Irkutsk. The Svalbard Treaty, signed by members of the League of Nations in Paris, recognizes the sovereignty of Norway over the Arctic archipelago of Svalbard (at this time called Spitzbergen), while giving the other signatories economic rights in the islands.
- February 10: General Józef Haller first performs Poland's Wedding to the Sea, a symbolic celebration of the restitution of Polish access to the Baltic Sea.
- February 12–24: Conference of London: Leaders of the United Kingdom, France and Italy meet to discuss the partitioning of the Ottoman Empire.
- February 13: Switzerland rejoins the League of Nations.
- February 14: The League of Women Voters is founded in Chicago.
- February 17: A woman named Anna Anderson tries to commit suicide in Berlin and is taken to a mental hospital where she claims she is Grand Duchess Anastasia of Russia.
- February 20: An earthquake hits Gori in the Democratic Republic of Georgia, killing 114.
- February 21: The island province of Marinduque in the Philippines archipelago is founded.
- February 22: In Emeryville, California, the first dog racing track to employ an imitation rabbit opens.

- February 24: Adolf Hitler presents his National Socialist Program in Munich to the German Workers' Party (Deutsche Arbeiterpartei), which renames itself as the Nazi Party (Nationalsozialistische Deutsche Arbeiterpartei).
- March 1: Hungarian Admiral and statesman Miklós Horthy becomes the Regent of Hungary. The United States Railroad Administration returns control of American railroads to its constituent railroad companies.
- March 7: The Syrian National Congress proclaims Syria independent, with Faisal I of Iraq as king.
- March 10: The world's first peaceful establishment of a social democratic government takes place in Sweden, as Hjalmar Branting takes over as Prime Minister, when Nils Edén leaves office.
- March 13–17: Wolfgang Kapp and Walther von Lüttwitz's Kapp *Putsch* (an attempted coup in Germany) briefly ousts the Weimar Republic government from Berlin, but fails due to public resistance and a general strike.
- March 15: The Ruhr Red Army, a communist army 60,000 men strong, is formed in Germany.
- March 15–16: Constantinople is occupied by British Empire forces, acting for the Allied Powers against the Turkish National Movement. Retrospectively, the Grand National Assembly of Turkey regards this as the dissolution of the Ottoman regime in Istanbul.
- March 18: Greece begins using the Gregorian calendar.
- March 19: The United States Senate refuses to ratify the Treaty of Versailles.
- March 23: Admiral Miklós Horthy declares that Hungary is a monarchy, without anyone on the throne.
- March 25: Irish War of Independence: British recruits to the Royal Irish Constabulary begin to arrive in Ireland. They become known from their improvised uniforms as the "Black and Tans".
- March 26: The German government asks France for permission to use its own troops against the rebellious Ruhr Red Army, in the French-occupied area.
- March 28: The 1920 Palm Sunday tornado outbreak hits the Great Lakes region and Deep South of the United States.
- March 29: Sir William Robertson is promoted to Field Marshal, the first man to rise from private (enlisted 1877) to the highest rank in the British Army.
- April: The Spanish Flu ends with an estimate between seventeen million to fifty million dead. It would be the last global Pandemic until the Coronavirus of December 2019.

- April 2: The German army marches to the Ruhr, to fight the Ruhr Red Army.
- April 4: 1920 Palestine riots: Violence erupts between Arab and Jewish residents in Jerusalem; 9 are killed, 216 injured.
- April 6: The short-lived Far Eastern Republic is declared, in eastern Siberia.
- April 11: Mexican Revolution: Álvaro Obregón flees from Mexico City (during a trial intended to ruin his reputation) to Guerrero, where he joins Fortunato Maycotte.
- April 19–26: San Remo conference: Representatives of Italy, France, the United Kingdom, and Japan meet to determine the League of Nations mandates for administration of territories, following the partitioning of the Ottoman Empire.
- April 19: Germany and Soviet Russia agree to the exchange of prisoners of war.
- April 20: Mexican Revolution: Álvaro Obregón announces (in Chilpancingo) that he intends to fight against the rule of Venustiano Carranza. The 1920 Summer Olympics open in Antwerp, Belgium. The Olympic symbols of five interlocking rings and the associated flag are first displayed at the games.
- April 23: The Grand National Assembly of Turkey is founded by Mustafa Kemal Atatürk, in Ankara. It denounces the government of Sultan Mehmed VI and announces a temporary constitution.
- April 24: Polish-Soviet War: Polish and anti-Soviet Ukrainian troops attack the Red Army in Soviet Ukraine.
- April 26: The Khorezm People's Soviet Republic is officially created by Soviet Russia, as the successor to the Khanate of Khiva.
- April 28: The Azerbaijan Soviet Socialist Republic is officially created.
- May 2: The first game of Negro National League baseball is played, in Indianapolis, Indiana.
- May 3: A Bolshevik coup fails, in the Democratic Republic of Georgia.
- May 7: Polish-Soviet War: Polish troops occupy Kyiv. The government of the Ukrainian People's Republic returns to the city. Mexican Revolution: Venustiano Carranza leaves Mexico City in a large train. Treaty of Moscow (1920): Soviet Russia recognizes the independence of the Democratic Republic of Georgia, only to invade the country six months later. Morecambe Football Club was founded during a meeting at the West View Hotel on the town's promenade.
- May 15: Russian Revolution: Russian White soldier Maria Bochkareva is executed in Soviet Russia.
- May 16: Canonization of Joan of Arc: Over 30,000 people attend the ceremony in Rome, including 140 descendants of Joan of Arc's family. Pope Benedict XV presides

over the rite, for which the interior of St. Peter's Basilica in Rome is richly decorated. A referendum in Switzerland favors joining the League of Nations.

- May 17: French and Belgian troops leave the cities they have occupied in Germany. The first flight of Dutch air company KLM, from Amsterdam to London, takes place.
- May 19: Mexican Revolution: Álvaro Obregón's troops enter Mexico City.
- May 20: Mexican Revolution: Venustiano Carranza arrives in San Antonio Tlaxcalantongo; troops of Rodolfo Herrero attack him at night and shoot him.
- May 24: Venustiano Carranza is buried in Mexico City; all of his mourning allies are arrested. Adolfo de la Huerta is elected provisional president.
- May 26: Ganja revolt: Anti-Soviet opposition in the Azerbaijan SSR launches an abortive revolt in Ganja.
- May 27: Tomáš Garrigue Masaryk becomes president of Czechoslovakia.
- May 29: Floods at Louth, Lincolnshire in England kill 23.
- June 4: Treaty of Trianon: Peace is restored between the Allied Powers and Hungary, which loses 72% of its territory.
- June 5: Bolshevik cavalry break through Polish and Ukrainian lines south of Kyiv, precipitating eventual withdrawal.
- June 12: Polish-Soviet War: The Red Army retakes Kyiv.
- June 13: Essad Pasha Toptani, nominal ruler of Albania, is assassinated by Avni Rustemi in Paris. The United States Post Office Department rules that children may not be sent via parcel post.
- June 15: A new border treaty between Germany and Denmark gives northern Schleswig to Denmark. The Estonian Constituent Assembly adopts the first constitution of Estonia, which will come into effect on December 21 this year. Duluth lynching: Three African American circus workers are sprung from jail, subjected to a kangaroo court and hanged by a white mob in Duluth, Minnesota, in the northern United States. Australian soprano Nellie Melba becomes history's first well-known performer to make a radio broadcast when she sings two arias as part of an experimental series of broadcasts from a studio at the Marconi Company's factory at Chelmsford in England.
- June 22: Greek Summer Offensive: Greece attacks Turkish troops.
- June 29: Republic of China joined the League of Nations.
- July 1: Germany declares its neutrality in the war between Poland and Soviet Russia.
- July 2: Polish-Soviet War: The Red Army continues its offensive into Poland.

- July 7: Arthur Meighen becomes Canada's ninth prime minister.
- July 11: The East Prussian plebiscite is held.
- July 12: Soviet-Lithuanian Peace Treaty: The Russian Soviet Federative Socialist Republic recognizes independent Lithuania.
- July 19-August 7: The Second Congress of the Communist International takes place in Saint Petersburg and Moscow; the notorious Twenty-one Conditions are adopted.
- July 20: The United Kingdom cedes its brief control of the key Black Sea port of Batum to the Democratic Republic of Georgia.
- July 21: The Interallied Mission to Poland takes place.
- July 22: Polish-Soviet War: Poland sues for peace with Soviet Russia (which refuses).
- July 24: Battle of Maysalun: The French defeat the Syrian army, whose leader Yusuf al-'Azma is killed. French troops occupy Damascus and depose Faisal I of Syria as king.
- July 26: Mexican Revolution: Pancho Villa takes over Sabina and contacts Mexican President de la Huerta to offer his conditional surrender, which he signs on July 28.
- July 29: The United States Bureau of Reclamation begins construction of the Link River Dam, as part of the Klamath Reclamation Project.
- July 30-August 8: The 1st World Scout Jamboree is held at Olympia, London.
- July 31: Irish-born Australian Catholic Bishop Daniel Mannix is detained on board ship off Queenstown and prevented from landing in Ireland or from speaking in the main Irish Catholic communities elsewhere in the United Kingdom. France prohibits the sale or prescription of contraceptives. Representatives of British revolutionary socialist groups meet at the Cannon Street Hotel in London and agree to form the Communist Party of Great Britain.
- August 1: East Bengal Football Club was founded as a Sports and Cultural association in Kolkata, India.
- August 3: Irish War of Independence: Catholics riot in Belfast, in protest at the continuing British Army presence.
- August 10: Ottoman Sultan Mehmed VI's representatives sign the Treaty of Sèvres with the Allied Powers, confirming arrangements for the partitioning of the Ottoman Empire.
- August 11: Bolshevik Russia recognizes independent Latvia.
- August 13-25: Polish-Soviet War: Battle of Warsaw - The Red Army is defeated.

- August 13: Irish War of Independence: The Restoration of Order in Ireland Act (passed by the Parliament of the United Kingdom) receives Royal Assent, providing for Irish Republican Army activists to be tried by court-martial, rather than by jury in criminal courts.
- August 14: The 1920 Summer Olympics open in Antwerp, Belgium.
- August 19: Russian Civil War: Peasants in Tambov Governorate begin the Tambov Rebellion against the Bolshevik government of Soviet Russia.
- August 19-25: Second Silesian Uprising: The Poles in Upper Silesia rise up against the Germans.
- August 20: The first commercial radio station in the United States, 8MK (WWJ), begins operations in Detroit. It is owned by the *Detroit News*, the first U.S. radio station owned by a newspaper.
- August 26: The Nineteenth Amendment to the United States Constitution is ratified, guaranteeing women's suffrage.
- August 28-September 2: Bukhara operation: The Russian Red Army and Young Bukharians overthrow the Emirate of Bukhara, leading to the establishment of the Bukharan People's Soviet Republic.
- September 5: Mahatma Gandhi launches the Non-Cooperation Movement in India, with the goal of obtaining independence from British rule. Presidential elections begin in Mexico.
- September 8: Gabriele D'Annunzio proclaims the Italian Regency of Carnaro, in the city of Fiume.
- September 12: The position of Patriarch of the Serbs is re-established as the authority over the Serbian Orthodox Church, almost 156 years to the day after it was abolished by the Ottoman Empire in 1766.
- September 16: Wall Street bombing: A bomb in a horse wagon explodes in front of the J. P. Morgan Building in New York City, killing 38 and injuring 400.
- September 16: The Latvian Agrarian Reform Law of 1920 is adopted by the Constitutional Assembly of Latvia.
- September 17: The National Football League is established, as the American Professional Football Association.
- September 20: The first soldier joins *El Tercio de Extranjeros*, (the "Regiment of Foreigners", later the Spanish Legion). Under the command of José Millán Astray and Francisco Franco, its first duties are against Rif rebels, in the Spanish protectorate in Morocco.
- September 21: The Communist Party of Uruguay is founded.

- September 22: The London Metropolitan Police forms the Flying Squad, a motorized mobile detective patrol unit.
- September 27: Polish-Soviet War: Soviet Russia sues for peace with Poland.
- September 29: The first domestic radio sets come to stores in the United States; a Westinghouse radio costs \$10. Adolf Hitler makes his first public appearance in Austria, with speeches in Vienna, Innsbruck and Salzburg.
- October 3: The Prix de l'Arc de Triomphe horse race first runs in Paris.
- October 9: Polish-Lithuanian War: Polish troops take Vilnius.
- October 10: Carinthian Plebiscite: A large part of Carinthia Province votes to become part of Austria, rather than Yugoslavia.
- October 14: A peace treaty between the Soviet and the Finnish governments is concluded at Tartu.
- October 16: Polish-Soviet War: After the Polish army captures Tarnopol, Dubno, Minsk and Dryssa, the ceasefire is enforced.
- October 18: Thousands of unemployed demonstrate in London; 50 are injured.
- October 26: Álvaro Obregón is announced the elected president of Mexico.
- October 27: The League of Nations moves its headquarters to Geneva, Switzerland. Baron Louis De Geer the Younger becomes the new Prime Minister of Sweden.
- October 30: The Communist Party of Australia is founded in Sydney.
- October 31: Dr. Frederick Banting of Canada first records his insight on how to isolate insulin for the treatment of diabetes; the first successful human trial of insulin will occur 15 months later.
- November 2: United States presidential election: Republican U. S. Senator Warren G. Harding defeats Democratic Governor of Ohio James M. Cox and Socialist Eugene V. Debs, in the first national U.S. election in which women have the right to vote. In the United States, KDKA AM of Pittsburgh (owned by Westinghouse) starts broadcasting as a commercial radio station. The first broadcast is the results of the presidential election. Meiji Shrine, one of many landmark spots in Tokyo, is officially built in Japan.
- November 11: The Unknown Warrior is buried in Westminster Abbey.
- November 12: Italy and the Kingdom of Serbs, Croats and Slovenes sign the Treaty of Rapallo.
- November 13: The White Army's last units and civilian refugees are evacuated from the Crimea on board 126 ships, the remnants of the Russian Imperial Navy, to

Turkey, Tunisia and the Kingdom of Serbs, Croats and Slovenes, accompanied by wide-scale civilian massacres. The total number of evacuees amounts to approximately 150,000 people, of which 20% are civilians.

- November 14: The Edmonton Symphony Orchestra holds its first concert.
- November 15: In Geneva, the first assembly of the League of Nations is held.
- November 16: Queensland and Northern Territory Aviation Services (*Qantas*) is founded by Hudson Fysh and Paul McGinness.
- November 17: The council of the League of Nations accepts the constitution for the Free City of Danzig.
- November 20: Prince Arthur of Connaught is appointed the 3rd Governor-General of the Union of South Africa.
- November 21: Irish War of Independence - Bloody Sunday: The Irish Republican Army, on the instructions of Michael Collins, shoot dead the "Cairo gang", 14 British undercover agents in Dublin, most in their homes. Later that day in retaliation, the Auxiliary Division of the Royal Irish Constabulary open fire on a crowd at a Gaelic Athletic Association Football match in Croke Park, resulting in 14 deaths with 60 wounded. Three men are shot this night in Dublin Castle "while trying to escape".
- November 28: Irish War of Independence - Kilmichael Ambush: The flying column of the 3rd Cork Brigade of the Irish Republican Army, led by Tom Barry, ambushes two lorries carrying men of the Auxiliary Division of the Royal Irish Constabulary at Kilmichael, County Cork, killing 17 (with 3 of its men also dying), which leads to official reprisals.
- November 28: FIDAC (*French: Fédération Interalliée Des Anciens Combattants, English: The Interallied Federation of War Veterans Organisations*) was established in Paris, at the initiative of the veterans from World War I predominant pacifists and joined by associations of veterans from France, United Kingdom, US, Belgium, Romania, Czechoslovakia, Italy and Serbia.
- December 1: The Mexican Revolution ends with a new regime coming to power, which couples with the end of the Old West.
- December 3: Following more than a month of the Turkish-Armenian War, the Turkish-dictated Treaty of Alexandropol is concluded.
- December 5: A referendum in Greece is favorable to the reinstatement of the monarchy.
- December 10: Irish War of Independence: Martial law is declared in Counties Cork, Kerry, Limerick and Tipperary.

- December 11: The Burning of Cork in Ireland: British forces set fire to some 5 acres (20,000 m²) of the Centre of Cork, including the City Hall, in reprisal attacks, after a British auxiliary is killed in a guerilla ambush.
- December 13: Confectionery Company Haribo is founded in Bonn, Germany.
- December 15-22: The Brussels Conference establishes a timetable for German war reparations, intended to extend for over 42 years.
- December 16: An 8.6 Richter scale Haiyuan earthquake causes a landslide in Gansu province, China, killing 180,000. Finland joins the League of Nations.
- December 17: South Africa is granted a League of Nations Class C mandate over South West Africa.
- December 22: The 8th Congress of Soviets of the Russian SFSR adopts the GOELRO plan, the major plan of the economic development of the country.
- December 23: The United Kingdom and France ratify the border between French-held Syria and British-held Palestine. The Government of Ireland Act 1920, passed by the Parliament of the United Kingdom, receives Royal Assent from George V, providing for the partition of Ireland into Northern Ireland and Southern Ireland, with separate parliaments, granting a measure of home rule.
- December 25: The Rosicrucian Fellowship's spiritual healing temple *The Ecclesia* is dedicated at Mount Ecclesia, Oceanside, California.²

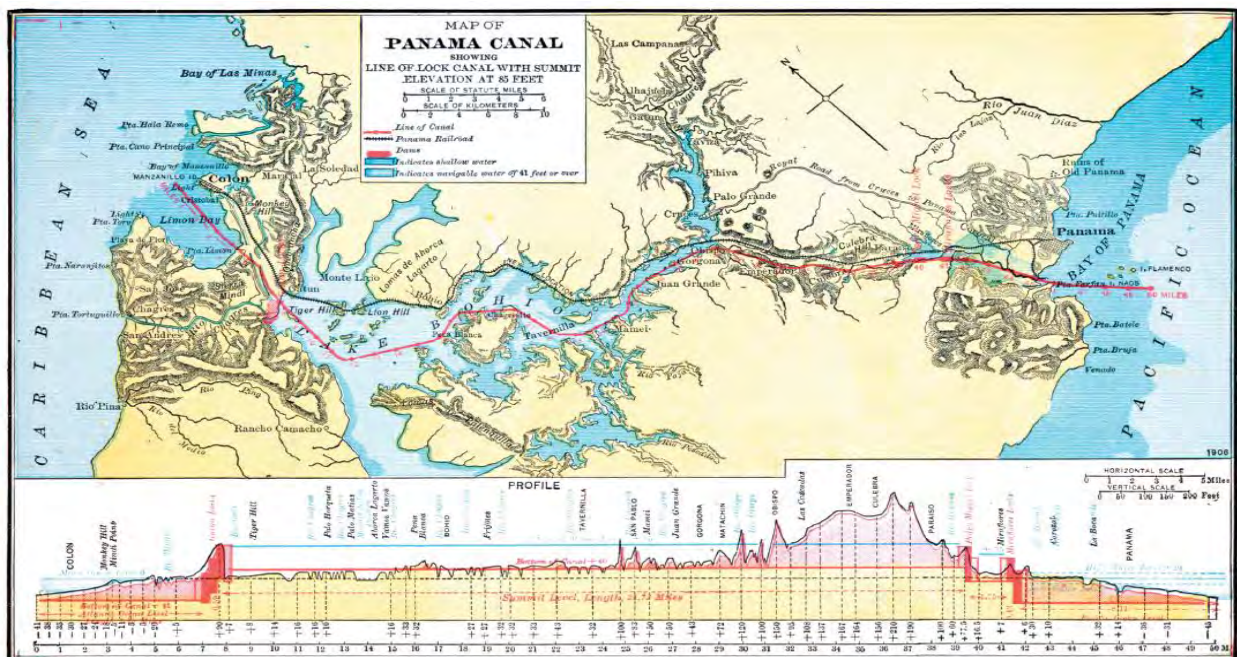


Illustration 5 -Panama Canal: John C. Winston, Winston's New and Complete Atlas of the World (New York, NY: The John C. Winston Company, 1920) - Downloaded from Maps ETC, on the web at <http://etc.usf.edu/maps>.

² <https://en.wikipedia.org/wiki/1920>

III. Annual Report of the Governor of the Panama Canal

During the six years of operation there has been a marked increase in traffic through the Canal notwithstanding the fact that the World War has everywhere prevented the normal development of oceangoing commerce. After the entry of the United States into the war there was a decrease in commercial traffic, due to the diversion of certain lines of ships to trans-Atlantic service, which was more than offset by the increase in traffic growing out of the war, chiefly on account of the development of the nitrate trade with the Pacific coast of South America.

The revenue of the Canal exceeded the current expense for its operation and maintenance by \$2,387,599.14 for the fiscal year 1920, and the total current expense of operation and maintenance for the six-year period since 1914 exceeded the total revenues by the amount of \$2,231,091.61. This excess will be more than overcome by the revenues of 1921. The year in which the expenses exceeded the revenues in the greatest amount was 1916 during which traffic was suspended for six months on account of the great slides at Culebra, and the expenses were increased by the cost of removing them.

The Canal in its present state represents a capital expenditure by the United States of \$366,650,000 exclusive of expenditures for its military and naval defenses. The investment, from one point of view, may be regarded as having been made and justified in the creation of an invaluable element of national defense. If this be true, the Canal has an additional value in rendering useful service in time of peace, and in returning to the Federal Treasury revenue more than sufficient to defray the expense of its operation and maintenance. It is capable of doing more than this; and it is not an idle prediction to state that with proper management directed along the lines of a large business enterprise, it will within a reasonable period of normal world conditions earn an actual profit on the cost.

From an analysis made under reasonable assumptions to amortization, depreciation, obsolescence, and interest, it is estimated that with an annual revenue of three times that of 1920 the Canal will make a financial return on the investment. The time required to produce this result will be affected by any changes in legislation affecting charges for tolls. In the meantime the Canal is performing an important commercial service in a promising field by stimulating trade with the Orient and with the west coast of South America.

Over 25 per cent of the cargo handled through the Canal since its opening to the end of the fiscal year 1920 was in transit between the United States and South America, and 14^{1/2} per cent was between the Atlantic coast of the United States and the Orient. Among nations the chief users of the Canal are the United States and Great Britain.

By authority of the Panama Canal act, stores of coal, fuel oil, ship chandlery, groceries, meats, and miscellaneous supplies are maintained by The Panama Canal and Panama Railroad to meet the requirements of ships that use the Canal, and facilities for repairs to ships are provided at the two terminals, including the dry dock at Balboa, capable of receiving any ship that can pass through the locks. These auxiliaries have been largely utilized and are of great value in carrying out the policy of making the Canal attractive in all of the incidental services that are considered by shipping interests in routing their vessels. It has not been the purpose to make large profits on these activities, but rather to regulate the charges so as safely to cover the cost.

With the growing traffic, it will be necessary to expand these auxiliary facilities in the near future. The old dry dock and shops at Cristobal inherited from the French, and utilized during construction days for repairs to Canal equipment, are notably inadequate to meet the present requirements of commercial steamers. These developments will require appropriations in addition to the amount of current expenditures, but the earnings of the Canal will be correspondingly increased and the amount expended will be returned from the revenues derived. If the developments are permitted to lag behind the increasing traffic, the Canal will not be in position to handle all of the business offered.

The problems confronting the head of the local administration of Canal affairs are those arising from (1) the maintenance of the Canal, the Panama Railroad and other auxiliaries, involving the practice of civil engineering in all its branches, including sanitation; (2) the operation of the Canal, requiring technical knowledge of all of the engineering features of the Canal and of its navigation, and of the conduct of a great business enterprise of unusually varied ramifications; and (3) the government of the Canal Zone, involving the administration of civil laws affecting persons living within the limits of the Canal Zone or entering upon it. The responsibility of the Governor in all of these matters is complete; his authority is also complete, as determined by the organic act and by the Executive orders of the President issued thereunder.

The duties, responsibilities, and authorities of the Governor are civil in character and have no relation to the preparation for the defense of the Canal in time of war. He continues his functions during war, except that within the discretion of the President, under authority of the organic act, the commanding officer of the military forces on the Canal Zone may be given entire control during a state of war, in which case the Governor performs his duties under the direction of the military commander. In every branch of his work the Governor has the responsibility of maintaining an efficient force of employees and of settling locally, so far as possible, all issues raised by them concerning compensation, conditions of employment, and other matters.

A liberal, but, in my judgment, a reasonable policy, has been followed in adjusting these issues. The organic act of the Canal fixes a maximum limit of pay for its employees for services similar to those of Government employees in continental United States. Many employees perform duties for which there is no parallel in other Government service, and their compensation is deduced from prevailing commercial rates in the United States for similar work. In general, the allowable increase of 25 per cent above United States rates is applied to American employees, adjustments being made in some cases for purposes of coordination among positions of equivalent responsibility in our organization.

The Canal schedules of pay have therefore followed the increases that have occurred in the United States. In the case of the alien labor force, composed almost altogether of West Indians, increases in wage have kept pace with increases in living costs, as compared with the standards of 1914. A permanent board of heads of departments and divisions is convened every three months to make thorough investigation of changes in cost of living to these employees and to recommend appropriate changes in wages to meet them. There has been a large surplus on the Isthmus of this class of help, but during the year 1920 some emigration has occurred to Cuba and the United States.

General industrial conditions on the Canal are good. There has been some unrest, hut less than elsewhere. Care has been taken to avoid arbitrary and unreasonable action in adjusting elements of discontent, with results that have been generally satisfactory. Representation has been allowed to employees on boards appointed for making recommendations concerning rates of pay and working conditions. It has been my experience that among American employees decisions based upon a consideration of both sides of the questions at issue have been acceptable to them, and that, in general, they take an active interest in the Canal and its welfare and h:we a commendable feeling of pride in it.

The turnover in force of Americans during the year was 33 per cent. Some of it is attributable to resignations on account of opportunities for betterment elsewhere, but most of it to the fact that the American workman does not wish to make his permanent home in the Tropics, and while here feels out of touch with possibilities of business advancement at home. I do not advise taking away the privileges now enjoyed by our American employees, but believe that the local situation should be allowed to work itself out under conditions as at present established and along the lines of comparison with industrial conditions in the United States.

	Americans.		All others.		Americans.			All others.			Total.
	Men.	Em- ploy- ees.	Men.	Em- ploy- ees.	Wom- en.	Em- ploy- ees.	Chil- dren.	Wom- en.	Em- ploy- ees.	Chil- dren.	
Balboa district.....	{ 2,410	2,305	{ 3,115	2,577	..... 1,853	315	..... 1,924	..... 1,770	60	..... 2,432	5,237 13,504
Cristobal district.....	{ 1,138	1,128	{ 3,196	3,056	..... 553	54	..... 612	..... 966	14	..... 1,530	4,252 7,995
Prisoners.....	{ 24	1	{ 127	19	.....	.....	.....	.....	.....	.....	20 151
Total employees.....	.....	1 3,434	.....	5,652	.....	369	.....	.....	74	.....	1 9,529
Total persons...	3,572	.....	6,438	.....	2,406	.....	2,536	2,736	.....	3,962	21,650

¹ Includes 63 American civilian employees of the United States Army and Navy.

Illustration 6 - Summary of the police census published in *The Panama Canal Record* of July 28, 1920.

A census taken by the police division in June, 1920, shows a total civilian population of the Canal Zone of 21,650, of whom 9,529 were employees. Three thousand four hundred and thirty-four were male Americans, 5,652 male aliens, 369 female Americans, and 74 female aliens. The turnover in force of Americans, represented by new employees and separations from the service, was approximately 30 per cent. There was an increased emigration to Cuba and the United States of the labor force of West Indians, but there remained available at all times a larger force than was required by the Canal and railroad. Careful analyses show increases in the cost of living in the Canal Zone since 1914 as follows: food, 101.11 per cent; clothing, 71.59 per cent; household expenses, 105.30 per cent; and personal expenses, 65.47 per cent.³

³ <https://archive.org/details/annualreportofgo1920cana>

IV. Massive Strike in the Panama Canal Zone

A. Report of the Executive Secretary

West Indian Employees: Adjustments were made from time to time of the rates of pay of American employees on the gold roll in accordance with the policy of allowing an increase of 25 per cent above current rates in the United States for similar employment. A general exception to the rule of granting the full 25 percent increase, it was made in the case of all employees whose basic rate in the United States was affected by the legislative bonus increase of \$240 per annum.

This exception was made on account of lack of appropriations in the civil government branch to pay the increases on account of the additional \$120 bonus in the United States. The additional compensation to Canal employees on account of the increased bonus is reserved pending further action of Congress.

Adjustments have been made from time to time in the compensation of West Indian employees in order to meet the increased cost of living. In these adjustments the rates effective in 1914 were taken as a basis and the minimum rates and earnings were given primary consideration, since it is on the lowest paid classes of workmen that the burdens and increases of living costs are heaviest. At the time it was found that an increase of 2 cents an hour in rates of pay should be given on February 1, 1920, the organization of West Indian employees had demanded an increase of 7 cents an hour, and certain other changes in conditions of employment. The refusal to grant these demands was met with a strike on February 24, when approximately 15,000 to 17,000 quit work.

The employees had been incited to this action by some white men from the United States who organized them, took their money, and then deserted them. Such men know nothing about conditions in the Tropics, are not familiar with standards of living in the countries bordering the Caribbean, and entirely ignore the fact that wages are higher at The Panama Canal and prices of necessities lower than in any of the cities of the Caribbean coast and islands.

There are two distinct classes of workers in the Canal force; American citizens, who live according to the standards of their home communities, and West Indian Negroes, whose standards of living, although higher, are fairly comparable with those of their home communities. The wages of each class are representative of a liberal allowance for maintaining its accustomed standards.

Realizing that the mass of these men had been misled and misinformed, the Governor announced that all who were not back at work on February 26 would be considered as having voluntarily left the service without due notice. Rules of long standing provide that in such cases reemployment may be only at a lower rate of pay than that received at the time of quitting. Meanwhile steps were taken to clear the Canal quarters of persons not employed, and to fill the places of the men who had quit work. On March 2 the strike leaders officially advised the men to return to work; and a few days later the force was at its normal strength. Except for about 2,000 West Indians and native laborers who remained loyal to the work, the strike of silver-roll employees was complete. Thanks to the readiness of the American employees to turn to whatever work was given them to do, it was possible to keep the Canal in operation, to feed and provide the force with water and light.⁴

B. Black Caribbean Labor Radicalism in Panama

The 1919-20 Strike Wave: The postwar period was marked by increasing labor militancy throughout the British colonies in the Caribbean. In January 1919, workers in British Guiana organized the first union in the British West Indies. That year, dockers and other workers in Trinidad engaged in a massive strike wave. While economic exploitation figured in the strikes, so did a growing opposition to racial and colonial oppression. Garveyism, although pro-capitalist, helped galvanize working-class militancy under the guise of race consciousness where class and race overlapped, such as in the Canal Zone or in the West Indian colonies like Trinidad.

Thus it is odd that Conniff writes that West Indians in Panama had “lost touch with rising black nationalism and labor militancy elsewhere” and that “these innovations had to introduce in Panama by Marcus Garvey in the 1920s” and U.S.-based movements in the 1940s and 1950s. Panama was an integral part of the West Indian diaspora, and labor radicalism and nationalism influenced the black population there. While many militants were not Panamanian by birth, this reflected West Indian society in Panama. Leaving aside the fact that Garvey did not “introduce” his ideology to Panama, but rather found fertile ground there for his ideas, this ignores that Garveyism and other forms of West Indian radicalism did not originate in the Caribbean islands themselves but in the diaspora, including in Panama. The “introduction” of Garveyism and other forms of nationalism and militancy to Panama proves that Antillanos had not lost touch with the broader diaspora.

⁴ <https://archive.org/details/annualreportofgo1920cana>

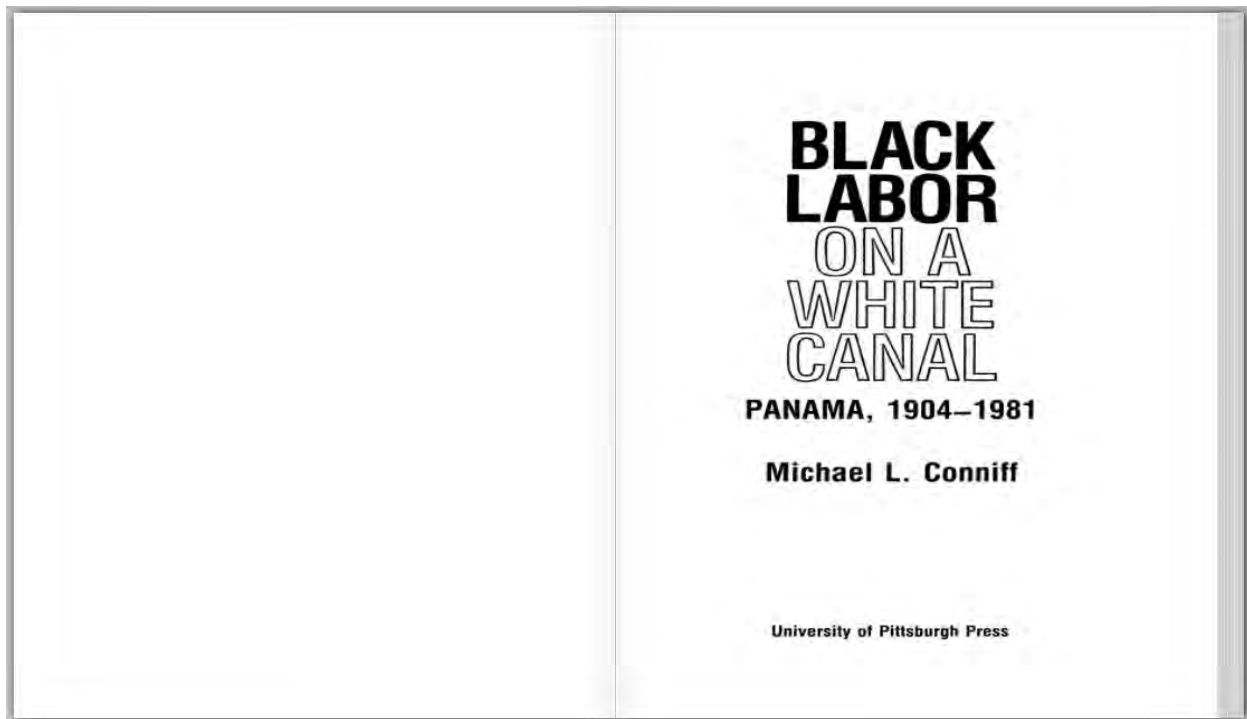


Illustration 7 - Conniff, Michael L., Black labor on a white Canal: Panama (1904-1981), University of Pittsburgh Press, 1985.

The weekly West Indian paper in Panama, *The Workman*, followed these strikes. For example, in spring 1919, the paper reprinted an article on strikes by West Indians against the United Fruit Company in Bocas Del Toro and in Costa Rica. In 1919, as many as 1,500 West Indian longshoremen struck against poor conditions and low pay.⁴⁶ Black Caribbean workers organized a local of the U.S. International Longshoremen's Association before the strike was defeated.⁴⁷ Coaling plant workers, laundry workers, cold storage workers and dock checkers struck. "From what can be gathered here and there," Wrote the *Workman*, "it would appear that the agitation for better wages is becoming general throughout the Zone and it might not be long before every conceivable department will be effected according to reports reaching this office." An editorial in the same issue linked the strikes to racial oppression: "Here, labor cries out against all three as with persistent force they unshackle and enslave the ebony-skinned sons of Ham... The strike fever is now epidemic and it is for the financial dictator to stamp it out; but the only means known to us of eradicating it is to break down the middle wall of partition that now puts the gold employees in palaces feasting on sumptuous things, and consigns silver employees to barracks feeding on herrings and green banana in place of beefsteak and good pan bread."

Commenting on the 1916 and 1919 strikes, a report by the British Consul in Panama stressed: "In neither case did the men achieve anything and a strike of silver employees would be of little avail if carried out owing to the total lack of organization." Nonetheless, the *Workman* stressed a new

unity among West Indian workers in Panama. “The colored race,” declared an editorial in April, “at least that section of it on the Isthmus is determined now, more than ever, to focus its strength on the well-being of their own.” Criticizing attempts to divide West Indians between English and French, and among workers from different islands, it stated: “Jim-Crowism and racial suppression stare at us and challenge our very existence as an independent people.” Articles, letters and editorials in that paper highlight West Indians’ growing militancy on economic and racial issues. In May alone, in addition to the strikes mentioned above, workers at the Panama Electric Company struck. Later that month, a crew of West Indian workers downed their tools to protest the firing of three carpenters who had refused to do the work of laborers. The carpenters were rehired. Ominously, the *Workman* noted that “native strike-breakers” were employed against the longshoremen.

The culmination of this labor militancy was the strike of almost all Silver workers in the Canal Zone from February 24, to March 3, 1920, under the auspices of a U.S.-based railroad brotherhood. When the railway brotherhood had sent organizers to Panama, the AFL unions in the Canal Zone and Governor Harding demanded their deportation. In December, these organizers were refused entry into Panama because, according to the *New York Times*, “it was feared they would create dissatisfaction among Negro workers on the Isthmus.” Nonetheless, organization spread among black workers; rather than create dissatisfaction, the unionization effort channeled existing discontent, leading to the strike in February. The fourteen demands of the strike included a wage increase, regular promotion rules, equal wages for male and female workers, an eight-hour day, fair treatment and due process by Canal authorities and protection for workers active in the union outside of work hours.⁵⁶ The strike reflected grievances of racial discrimination. William H. Stoute, a Barbadian leader of the strike, wrote a letter to the *Workman*, published with the title, “How Long Shall Negroes Be Exploited.” It concluded: “In the name of the race which gave to mankind the science of geometry, I beseech you to Organize! Organize!! Organize!!!” The recruitment of black workers by an AFL union was hailed by the NAACP’s *Crisis* as an example of the possibilities of organization: “The Labor Union is no panacea, but it has proved a force that in the end diminishes race prejudice.”

According to U.S. military intelligence reports, between two-thirds and three-fourths of Silver employees struck, and “On the whole the strikers have been exceptionally orderly, and no serious trouble is anticipated by either the civil or the military authorities.” The Canal authorities took a hardline. The British Consul offered to mediate, provided the workers returned to work. On the

third day of the strike, military intelligence declared that they did “not intend to make any concessions and are able to break the strike with Panamanian and loyal Negro laborers.” Several days later, military intelligence declared that “The stand taken by the Governor has in no way changed and he is determined to make this, the third strike of the Negro employees, the last of its kind.” Thus, when the strikers accepted the British Consul’s offer after the deadline imposed by the Governor, he refused to negotiate.

Colonel Chester Harding, the Governor of the Canal Zone, and the Zone’s authorities, while avoiding massive bloodshed, broke the strike by using some 2,000 Panamanian and Colombian scabs, who were then allowed to keep their jobs after the strike; using white American citizens when necessary; and evicting strikers from their housing in the Canal Zone.

They also prevailed upon the Panamanian government to make evicted strikers pay import duties on their possessions they took with them into Republic of Panama and, more importantly, ban strike meetings in Panamanian territory. In the face of this, the strikers held out. According to military intelligence, the union’s leadership had “a strong hold on the Negroes and all who are evicted assume the attitude of martyrs and stated that they would rather starve in Panama than work under existing conditions in the Canal Zone.” In the end, these measures and the lack of assistance from the U.S.-based railroad brotherhood that they formally belonged to, defeated the strike. U.S. military intelligence summed up the end of the strike:

Strikers returning will be reemployed in their old places provided they have not been filled by strikers (breakers), all of whom are to be retained and most of whom are either Panamanians or Colombians. A striker will be treated as a new employee and will be paid the lower rate of wage and will have to work up to a higher rate. All returning strikers will be reinstated in their original quarters provided the same have not been assigned or promised to a new employee in which case the striker will be given a place on the waiting list of quarters.

The Canal Zone authorities announced that Stoute or any strike leader detained in the Canal Zone would be deported to the West Indies. They demanded that Panamanian officials turn over leaders caught in the Republic. Military intelligence concluded that “Any negroes who become destitute and public charges as a result of the strike will be repatriated to the West Indies either through their own request or on the request of the Panamanian government.”⁵

⁵<https://academic.oup.com/jsh/article-abstract/47/2/429/1325952?redirectedFrom=fulltext>

V. **Hernández legacy at the Panama Canal**

Pedro Hernández Díaz Leal, a native of the small town of Santa María de Berrocal in Avila, Spain, dedicated to raising sheep, ventured to work in Panama when the French began building a canal in the late nineteenth century. He returns to Spain when they fail and subsequently travel and fight against the independent forces in Cuba until the American victory. He returned to Panama on October 21, 1907, for the construction of the canal by the US. His wife Rosa Garcia Crespo and his two children, Julio and Genaro, joined him in January 1909. Nine months later his son Pedro is born. Both Pedro's father and his three children, two grandchildren and three great-grandchildren would work in the Panama Canal.

In 1910, Pedro Hernández's eldest son, Julio, started work as Water Boy or a water delivery boy for the workers in Culebra Cut. During free time, together with his father and brother, they hunt and fish in the Panama Canal watershed to contribute to family support. In March 1911, when he was only 17 years old, he began to work officially on the Silver Roll of the Isthmian Canal Commission (ICC). Seven years later, 1918, he is admitted in the Gold Roll, becoming one of the few foreigners in it.

The Hernández live originally in the camps near the Culebra Cut. In 1914 they moved to building 1008 of the Spanish Sector of La Boca, populated mainly occupied by Afro-Antillean emigrants. Julio works in the Canal for 43 years and was invited, in 1954, to the inauguration of the Goethals Monument in honor to the constructors of the Canal. His daughter Carmen studies in the Canal Zone, Argentina and Spain. She married Juan Massot and worked in the company of the Panama Canal (PC) from 1950 to 1959. Later, interrupted her career to dedicate himself to her four children and was reinstated in the Panama Canal Company (PCC) in 1972, occupying several positions until she reached the position of claim investigator and retired in late 1987.

Her children, Jordi and Jaime, follow the canal tradition. Jordi has served as chief tug engineer of the Dredging Division from 1977 until his sudden death in 1991 and Jaime in various positions from 1980 to date (December 2020). The Hernández-Massot family legacy includes four generations and more than 100+ years of working in all the Canal companies (19th-21st centuries).⁶

⁶ <https://archive.org/details/voluntadparalograrloimposiblemayo2015/mode/2up>

Illustration 8 - Hernández family: Four generations working on the Panama Canal.

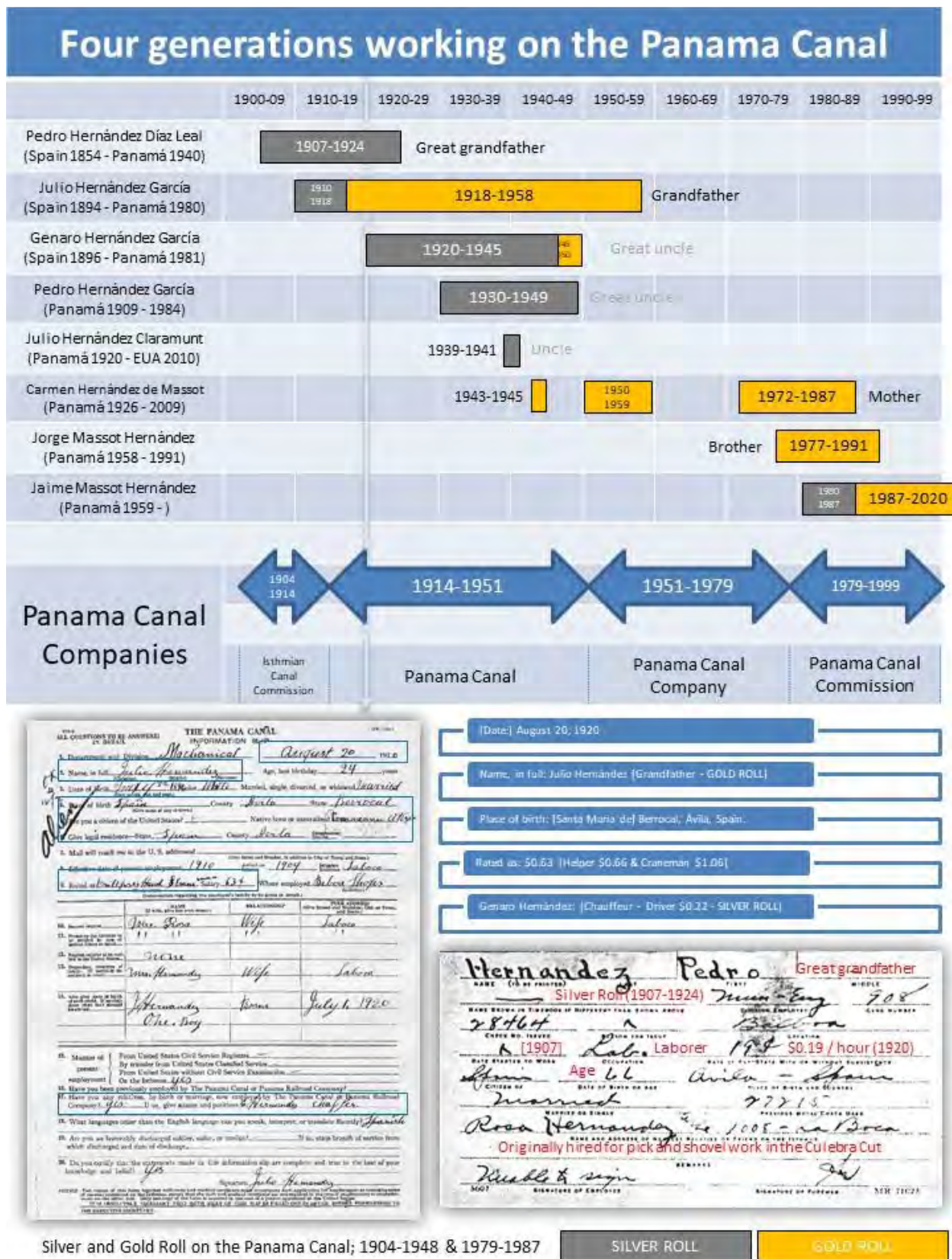




Illustration 9 - Rosa Claramunt (from Catalonia, Spain - top photo) and Julio Hernández (from Ávila, Spain - bottom photo) before and after the birth of their son Julio (born July 4, 1920) with family, friends and nannies (Panama Cana Zone 1920).



MR 69097

THE PANAMA CANAL

672

APPLICATION FOR ~~DEMOTION~~ ~~PROMOTION~~ OF EMPLOYEE ON THE GOLD ROLL
CHANGE IN RATING

Date July 24, 1920.

Department C. & P.

Division Mechanical

RECORDED
AUG 14 1920

THE GOVERNOR OF THE PANAMA CANAL:

SIR:

demotion
Application is hereby made for the ~~promotion~~ of
change of rating

Name Julio Hernandez ✓

From: Position Helper & Gratemaster (OHB) ✓ Pay 60¢ & \$1.00 per hour (Duel) ✓

To: Position Helper ✓ Pay 83¢ per hour. ✓

Effective July 24, 1920. ✓

To fill position No. 495 ✓ Present position No. 495 ✓

Reason for proposed change Consensus with duties performed.

Workmanship Very Good Conduct Excellent

Recommended by: J. E. Phillips

Title Master Mechanic

Approved: By [Signature]

Title Asst. Sup. Mach. Division.

Authorization OK

Approved by direction of the Governor: [Signature]

General Order No. 320

*This form to be used also for citizens of the United States, and aliens receiving more than \$75 per month or 40 cents per hour employed on the silver roll.
*Note: Ratings must be shown in all cases on the Original. See Rules for Service Ratings on back of this form.

(This form must be forwarded to the Executive Office in quadruplicate.)

Illustration 10 - Julio Hernández change in rating (July 24, 1920).

THE PANAMA CANAL
CANAL ZONE
Executive Department

Balboa Heights, September 16, 1920.

General Order No. 890:

The following employees of the Mechanical Division, Department of Operation and Maintenance, have been promoted in accordance with the revised rates of pay, effective July 1, 1920, except as otherwise specified. All authorities issued on and after such dates are modified accordingly.

HELPERS:

From 60¢ to 66¢

Anderson, Charles E.	eff.7-30-20	Barnette, Crawford	eff.8-13-20
Barrett, Edward L.		Barton, James E.	eff.8- 9-20
Basham, Paul W.		Beck, Andrew	
Borden, Leon	eff.7-13-20-M	Chapman, Frank S.	
Clark, Charles H.		Collette, Ingram R.	
Cotton, George M.		Davis, William L.	eff.7-20-20 Noon
Durham, Ambrose		Dusling, Joseph L.	eff.8- 2-20
Garcia, Carlos O.		Gleixner, George	eff.7-26-20
Golden, John M.	eff.7-8-20 Noon	Gomez, Antonio	
Gunn, Elder G.		Hatch, Melvin S.	
Howard, John L.		Israel, Meyer	
Johnston, Will M.	eff.8- 9-20	Lukowski, John K.	
Lynch, Irwin W.		Lynch, William A.	
McNulty, Thomas T.	eff.7-26-20	Mokry, Charles A.	eff.7-12-20
Owen, Gilbert B.		Patterson, Norman W.	
Pfeiffer, George	eff.8- 6-20	Prosky, Charles	eff.7-23-20
Reeves, Thomas P.	eff.7-19-20	Reising, Fred L.	
Roberts, Melville H.		Skinner, George W.	
Urboviet, Antonio	eff.7-28-20	Vialette, Esteban R.	
Holden, George D.			

From 63¢ to 69¢

Alm, Clarence T.		Basham, Paul W.	eff.8-2-20
Chapman, Frank S.	eff.8-2-20	Cullinane, James J.	
Hatch, Melvin S.	eff.7-16-20	Heising, Dewey R.	
Hernandez, Julio	eff.7-24-20	Howard, John L.	eff.7-16-20
Huldtquist, John E.		Kralce, William B.	

APPROVED:

CC Auditor
Bureau of Pay Rolls
Mechanical Division
Files

CHESTER HARDING

Governor

THE PANAMA CANAL
CANAL ZONE
Executive Department

Balboa Heights, October 11, 1920.

GENERAL ORDER NO. 936.

The following employees of the Mechanical Division, Department of Operation and Maintenance, have been promoted in accordance with the revised rates of pay effective September 16, 1920. All authorities issued on and after this date are modified accordingly.

Helpers from 66¢ to 70¢.

ABRAMS, Leigh M.
ALBRITTON, Sydney S.
ANDERSON, Charles E.
BARNARD, Frank W.
BARTON, James E.
BECK, Andrew
BRAGG, Alexis I.
BORDEN, Leon.
BURKS, James H.
CLARK, Willis O.
COTTON, George M.
GUNN, Elder G.
JOHNSTON, Will M.
McNULTY, Thomas T.
GOLDEN, John M.

DAVIS, William L.
DUSLING, Joseph L.
GLEIKNER, George
GOMEZ, Antonio
GRAVATT, Grover C.
ISRAEL, Meyer
MOKRY, Charles A.
PELTON, William M.
PROFFITT, Roy.
PROSKY, Charles
VIALETTE, Esteban R.
MEISSNER, Manly M.
PFEIFFER, George
URBOVICT, Antonio.

Helpers from 69¢ to 73¢.

CHAPMAN, Frank S.
CLARK, Charles H.
CULLINANE, James J.
HATCH, Melvin S.
HEISING, Dewey R.
HERNANDEZ, Julio

BASHAM, Paul W.
HOLDEN, George D.
HOWARD, John L.
KRALCE, William B.
LUKOWSKI, John K.
SKINNER, George W.

APPROVED:

Copies to:-

Auditor

Bureau of Payrolls

Mechanical Division.

File.

CHESTER HARDING

G O V E R N O R .

Executive Secretary
Panama Canal
Balboa Heights

Balboa, October 21, 1920

Mr. Julio Hernandez, Helper,
(Thru Acting Master Mechanist)

S i r:

With reference to your application to take the competitive examination for the position of Apprentice in the mechanical trades of The Panama Canal service which is to be held for applicants of Panamanian parentage on Friday and Saturday of this week:

The Rules for the Employment of apprentices provide that all appointees must not be less than 16 nor more than 20 years of age on the date of appointment. It is noted from your personnel file that you are 24 years of age and therefore ineligible for appointment to an apprenticeship.

Another insurmountable difficulty is that you are an alien according to a ruling governing the employment of Panamanian citizens in The Panama Canal service, since you applied for citizenship in the Republic of Panama after the above ruling was made and which is quoted in the attached copy of letter addressed to the Chief of Office under date of September 18, 1915.

In view of the above the Mechanical Division would have no authority to tender you an appointment should you be permitted to take the examination and be one of the successful competitors.

Your long and faithful service in this Division, together with the excellent recommendations submitted by your Foremen in your behalf, is highly appreciated, but it is very much regretted that under the circumstances permission cannot be granted you to take the examination.

Respectfully

Superintendent
Mechanical Division.

1 Enc.

This certifies that original of the above letter was delivered to Julio Hernandez on Oct. 22 1920

Illustration 13 - Application to take the competitive examination for the position of Apprentice (October 21, 1920).

NOV 6 1920 10 20 AM

THE PANAMA CANAL
CANAL ZONE
DEPARTMENT OF OPERATION
AND MAINTENANCE

IN REPLY REFER TO FILE

CABLE ADDRESS:
"PANCANAL, PANAMA"

Balboa, November 5, 1920.

MEMORANDUM FOR THE GOVERNOR:

11/8

Julio Hernandez was not allowed to take the competitive examination for apprenticeship on account of being over age and also not a Panamanian citizen, according to the ruling of Governor Goethals governing employment of Panamanian citizens in Canal service. While the age question might be waived without serious detriment it did not appear advisable to waive the citizenship.

Hernandez has been a very good employee in the Machine Shop and it was with regret that I had to inform him that he was not eligible.

E. J. McIntire
Superintendent,
Mechanical Division.

*Became naturalized
citizen of Panama
April 21/1915
End*

cc-80-a-18

Illustration 14 - Memorandum for the Governor (November 5, 1920).

VI. Ernest Hallen photographs

Ernest “Red” Hallen (1875-1947) was an American photographer, noted for his 30 years of work as the official photographer of the Panama Canal. He was born in Atlanta, Georgia, in 1875. After spending six years in Puerto Rico and two years in Cuba, he was appointed as the official photographer of the Panama Canal by the Isthmian Canal Commission in 1907. Hallen was contracted to capture “... a series of photographs... about once a month... to show construction progress” to satisfy both Washington and the American public. In addition to showing the construction and progress of the Panama Canal, Hallen depicted the day-to-day life of the “Zonians” - Americans living in the Panama Canal Zone - and its development over the course of the years. Throughout his 30-year career, Hallen produced between 12,000 and 16,000 images, each with a “strangely satisfying aesthetic experience” portraying life in the Panama Canal Zone.

For his service to the Panama Canal Zone and as an employee of the Isthmian Canal Commission, Hallen was awarded the Roosevelt Medal with two bars. Hallen retired as the official photographer of the Panama Canal Zone in 1937, after 30 years of service. Hallen and his wife Maude then moved to Monterey Park, California. Hallen died in 1947 at the age of 72.⁷

Hallen's work - more than 12,000 photographs of the Canal and the Canal Zone - are the result of a brief memorandum written by F. B. Maltby, Division Engineer of the Isthmian Canal Commission. It is doubtful that he realized the magnitude of this photographic project when he wrote in 1906: "I should like very much to have a series of photographs taken at Gatun about once a month to show the progress of the work. This should be done regularly and will become valuable. I think, in connection with progress reports. I, therefore, request authority for the employment of a photographer, with whom, I understand, arrangements have already been made, not to exceed two days in each month." Subsequently, Hallen was hired as the official photographer and for the next 30 years he went about his duties of recording the progress of the construction and operation of the Canal. His work is particularly remarkable when it is realized that all of these photographs were made on the old 8x10 glass plates. He is especially to be commended for the high technical quality of his work considering the cumbersome plates, camera, and other equipment he had to carry to the muddy construction sites while coping with tropical rains and high humidity.

⁷ https://en.wikipedia.org/wiki/Ernest_Hallen

Hallen attempts no personal artistic statements about the Canal but worked at carrying out his assignment-making a documentary record of the construction and later the operation of the waterway. However, the triumphs and setbacks are recorded so proficiently that, on viewing his photographs, one is immediately aware of the immense engineering problems involved in the digging of the Canal. N. F. Karlins writing in the photography column in the New York East Side Express said: "Looking at these photographs today, they are compelling statements about the manipulation of rock, sand, and water over time. Hallen's photographs more vividly reveal the immensity of the project and the difficulties involved in constructing the Panama Canal when they focus on one area and are viewed sequentially.

The transformation of the environment becomes a magical process in which mountains are moved and mammoth trenches cut. "Not only does the principal trench, Culebra Cut, appear closer and closer to completion in these photographs, but workers cottages suddenly pop up as if they had blossomed overnight. In the last photo, just as man has succeeded in cutting a huge swath in the earth, nature has succeeded in reclaiming some of her own land by sending up huge palms before the worker's homes. Progress on the excavation is counter- balanced by the growth of natural vegetation, and they are captured together by Hallen's camera. The processes, not just the object involved, are made visible.

Gene Thornton, writing of the exhibit in his column in the New York Times, said: "They are unpretentious record shots but because of the subject matter some of them are quite bizarre. Without looking at the labels, we might suppose they depict the archeological excavation of ancient masonry walls or the construction of a set for a colossal science fiction film. However, every photograph is clearly labeled and dated on the negative itself, so we are never in any real doubt about what we are seeing or about the photographer's intention to show it to us as clearly and truly as possible."

The Panama Canal was the first great engineering work to be thoroughly recorded in photographs. An old timer noting this added. "Too bad they didn't have a "Red" Hallen around when they were building the pyramids in Egypt."⁸

⁸<https://www.govinfo.gov/app/details/GOVPUB-W79-7d24ec89a43bcd1d1f063a8262bb0637>

VII. Film colorization

Film colorization (American English); or colourisation (British English), or colourization (Canadian English and Oxford English) is any process that adds color to black-and-white, sepia, or other monochrome moving-picture images. It may be done as a special effect, to "modernize" black-and-white films, or to restore color films. The first examples date from the early 20th century, but colorization has become common with the advent of digital image processing.⁹

A. Hand colorization

The first film colorization methods were hand done by individuals. For example, at least 4% of George Méliès's output, including some prints of *A Trip to the Moon* from 1902 and other major films such as *The Kingdom of the Fairies*, *The Impossible Voyage*, and *The Barber of Seville* were individually hand-colored by Elisabeth Thuillier's coloring lab in Paris.] Thuillier, a former colorist of glass and celluloid products, directed a studio of two hundred people painting directly on film stock with brushes, in the colors she chose and specified; each worker was assigned a different color in assembly line style, with more than twenty separate colors often used for a single film. Thuillier's lab produced about sixty hand-colored copies of *A Trip to the Moon*, but only one copy is known to exist. The first full-length feature film made by a hand-colored process was *The Miracle* of 1912.

The process was always done by hand, sometimes using a stencil cut from a second print of the film, such as the Pathécolor process. As late as the 1920s, hand coloring processes were used for individual shots in *Greed* (1924) and *The Phantom of the Opera* (1925) (both utilizing the Handschiegl color process); and rarely, an entire feature-length movie such as *Cyrano de Bergerac* (1925) and *The Last Days of Pompeii* (1926). These colorization methods were employed until effective color film processes were developed. During the late 1960s and the early 1970s, black-and-white Betty Boop, Mickey Mouse, and Looney Tunes cartoons were redistributed in color. Supervised by Fred Ladd, color was added by tracing the original black-and-white frames onto new animation cels, and then adding color to the new cels in South Korea. To cut time and expense, Ladd's process skipped every other frame, cutting the frame rate in half; this technique considerably degraded the quality and timing of the original animation, to the extent that some

⁹ https://en.wikipedia.org/wiki/Film_colorization

animation was not carried over or mistakenly altered. The most recent redrawn colorized black-and-white cartoons are the Fleischer Studios/Famous Studios' Popeye cartoons, the Harman-Ising Merrie Melodies, and MGM's The Captain and the Kids cartoons, which were colorized in 1987 for airing on the Turner networks.[3] With computer technology, studios were able to add color to black-and-white films by digitally tinting single objects in each frame of the film until it was fully colorized (the first authorized computer-colorizations of B&W cartoons were commissioned by Warner Bros. in 1990). The initial process was invented by Canadian Wilson Markle and was first used in 1970 to add color to monochrome footage of the moon from the Apollo program missions.

B. Digital colorization

Computerized colorization began in the 1970s using the technique invented by Wilson Markle. These early attempts at colorization have soft contrast and fairly pale, flat, washed-out color; however, the technology has improved steadily since the 1980s.

To perform digital colorization, a digitized copy of the best black and white film print available is used. With the aid of computer software, technicians associate a range of gray levels to each object and indicate to the computer any movement of the objects within a shot. The software is also capable of sensing variations in the light level from frame-to-frame and correcting it if necessary. The technician selects a color for each object based on common "memory" colors—such as blue sky, white clouds, flesh tones and green grass—and on any information about colors used in the movie. If color publicity stills or props are available to examine, authentic colors may be applied. In the absence of any better information, technicians may choose colors that fit the gray level and are consistent with what a director might have wanted for the scene. The software associates a variation of the basic color with each gray level in the object, while keeping intensity levels the same as in the monochrome original. The software then follows each object from frame to frame, applying the same color until the object leaves the frame. As new objects come into the frame, the technician must associate colors to each new object in the same way as described above. This technique was patented in 1991. In order to colorize a still image, an artist typically begins by dividing the image into regions, and then assigning a color to each region. This approach, also known as the segmentation method, is laborious and time-consuming, especially in the absence of fully automatic algorithms to identify fuzzy or complex region boundaries, such as those between a subject's hair and face. Colorization of moving images also requires motion compensation, tracking regions as movement occurs from one frame to the next.

VIII. Panama Canal colorized photos (1920)



Photo 1 - January 1920: H.M.S. YARMOUTH, SOUTHBOUND, EAST SIDE, PEDRO MIGUEL.



Photo 2 - JANUARY 1920: AUXILIARY SCHOONER BELEN QUEZADA, NORTHBOUND, WEST SIDE, MIRAFLORES.

Record Traffic in 1919: Traffic through the Canal during the calendar year 1919 exceeded that in any previous year. The total number of ocean-going vessels making the transit in 1919 was 2,394, as compared with 2,233 in 1918; 2,081 in 1917; 1,278 in 1916; 1,171 in 1915; and 357 for the 4½ months from August 15, 1914, the date of the opening of the Canal, to the end of the year 1914. The grand total to January 1, 1920, was 9,514 vessels. The foregoing figures include ships in commercial service and vessels of the United States Government, exclusive of those in the service of The Panama Canal. [January 7, 1920]

Sale of Former Panaman [Panamanian] Vessel in Savannah: The motor schooner Belen Quezada, formerly registered in Panama, was advertised to be sold by the United States marshal at Savannah on August 17. The Belen Quezada made transit of the Canal on January 10, 1920, bound from Port Angeles to Antilla [Antillean], Cuba, with 850 tons of lumber. She is 213 feet in length by 30 feet beam and was drawing 16 feet of water at time of transit. [September 8, 1920]

The "Belen Quezada" Sold for \$26,900: An item on the proposed sale in Savannah of the motor schooner Belen Quezada, formerly registered in Panama, was published in The Panama Canal Record of September 8. Subsequent reports state that she was sold for \$26,900. The low price is accounted for by the extent of repairs necessary to place the vessel in good condition. [November 17, 1920]

¹⁰ THE PANAMA CANAL RECORD, Balboa, C. Z., 1920.



Photo 3 - JANUARY 1920: CALEDONIA [CALIDONIA] CROSSING, WITH BRIDGE.

WORK PERFORMED FOR DEPARTMENTS, DIVISIONS, AND OTHERS: For the Panama Railroad Company miscellaneous work was performed to the amount of approximately \$37,100, the principal item of construction being the demolishing of the Caledonia Bridge in Panama City and the construction of a grade crossing over the Panama Railroad Company's tracks. This work to date is 95 per cent completed and consists of the following: 12,049 cubic yards excavated; 5,242 square yards sub graded; the placing of 3,538 square yards of concrete pavement in roadway and sidewalks; the placing of 5,389 square yards of sheet asphalt wearing surface, together with the necessary catch basins, drains, and retaining walls... Under the appropriation of \$200,000 for sewer extensions and storm-sewer construction, the following work was performed: 350 feet 8-inch vitrified pipe laid between Northern Avenue and Eleventh Street; 260 linear feet of 2^{1/2} by 2^{1/2} concrete box sewer constructed on Northern Avenue to Thirteenth Street; 1,220 linear feet of 3^{1/2} by 3^{1/2} concrete box sewer from Thirteenth Street through Javillo fill to Northern Avenue; 100 linear feet of 4 by 5 concrete box sewer cross-connecting existing sewer on Northern Avenue; 880 linear feet of 4 by 4 concrete box sewer from Northern Avenue through Panama Railroad yard to Third of November and Nineteenth Streets; 750 linear feet of 5 by 5 concrete box sewer from Third of November Street down Ninth Street to Twelfth of October Street; 350 linear feet of 15-inch concrete pipe on Twelfth of October Street, from East Nineteenth Street to the beach; 1,330 linear feet of 3 by 3 concrete box sewer paralleling Third of November Street from East Nineteenth Street and crossing the Panama Railroad at Caledonia grade crossing, thence to the intersection of Central Avenue and L Street.

¹¹ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.



Photo 4 - JANUARY 1920: AUXILIARY SCHOONER BELEN QUEZADA IN [MIRAFLORES] LOWER LOCK CHAMBER.

On July 25, 1919, the largest American ships that have transited the canal were passed through the locks; they were the dreadnaughts New Mexico and Mississippi, each of 32,000 tons displacement, 624 feet long and 97 feet 4½ inches beam. As the locks are 110 feet wide, there was in each case a clearance of 6 feet ¾ inches on either side, with the vessel centered in the locks. No difficulties were experienced during the passage. The British cruiser Renown, which passed through the Canal on March, 30, 1920, is the large ship to have transited the Canal to date, although her beam is 6 feet less than that of the New Mexico and Mississippi. She has a length of 795 feet and a displacement of 33,379 tons. There was a total of 8,149 lockages during the year, of which 2,559 were at Gatun, 2,859 at Pedro Miguel, and 2,731 at Miraflores. A total of 2,534 commercial vessels were locked through at Gatun, 2,527 at Pedro Miguel, and 2,528 at Miraflores. Six hundred and fourteen vessels of all descriptions, pertaining to the Canal and Army and Navy, for which no tolls were paid, passed through Gatun locks; 1,003 through Pedro Miguel locks, and 978 through Miraflores locks. For purposes of inspection and repair, locks were out of commission during the year as follows: At Miraflores, east chamber, from December 12, to January 31; west chamber, from February 2, to February 7; at Pedro Miguel, west chamber, from February 12 to March 27. During the periods the rising stem valves at Miraflores and Pedro Miguel locks were removed and completely overhauled. Considerable evidence of the action of the teredo was found in the submerged hardwood valve fittings and gate sills, requiring replacement of the parts affected. The wearing pads and roller trains of the rising stem valves were found to be worn sufficiently to require their replacement at their next period of overhauling. The maintenance of the protective coating of the submerged portion of the lock gates was continued.

¹² ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.



Photo 5 - JANUARY 1920: COLD STORAGE PLANT MOUNT HOPE.

NEW SILVER TOWNSITE, MOUNT HOPE.

On July 18, 1919, authority was given for the construction of 49 buildings at Mount Hope at an estimated cost of \$441,000. Thirty-nine of these buildings were to be of standard Panama Canal 12-family frame quarters for silver employees, and 10 standard Panama Canal 32-room frame quarters for silver bachelor employees. Work was not started on this project until January 1, 1920, and then only with a limited force, owing to inability of securing building materials. The project as a whole was 54 per cent complete on this date, the total expenditure to July 1 being \$236, 628.26. In connection with this project, there was also authorized the construction of a silver commissary, of sufficient capacity to provide for future development of the town site.

This commissary is typical of the silver commissaries on the Canal Zone except that boots and shoes, hardware, and dry goods will be sold on the second floor. A 3-ton capacity freight elevator will be installed for handling goods to the second floor and a modern electric-driven refrigerating apparatus will be installed for refrigerating the cold-storage section. The estimated cost of this commissary is \$43,000. Work on July 1 was 75 per cent completed; cost was 832,291.20.

¹⁴ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.



Photo 6 - JANUARY 1920: AUXILIARY SCHOONER BELEN QUEZADA LEAVING UPPER LOCK FOR MIRAFLORES LAKE.

WORK PERFORMED FOR DEPARTMENTS, DIVISIONS, AND OTHERS: For the Panama Railroad Company miscellaneous work was performed to the amount of approximately \$37,100, the principal item of construction being the demolishing of the Caledonia Bridge in Panama City and the construction of a grade crossing over the Panama Railroad Company's tracks. This work to date is 95 per cent completed and consists of the following: 12,049 cubic yards excavated; 5,242 square yards sub graded; the placing of 3,538 square yards of concrete pavement in roadway and sidewalks; the placing of 5,389 square yards of sheet asphalt wearing surface, together with the necessary catch basins, drains, and retaining walls... Under the appropriation of \$200,000 for sewer extensions and storm-sewer construction, the following work was performed: 350 feet 8-inch vitrified pipe laid between Northern Avenue and Eleventh Street; 260 linear feet of 2^{1/2} by 2^{1/2} concrete box sewer constructed on Northern Avenue to Thirteenth Street; 1,220 linear feet of 3^{1/2} by 3^{1/2} concrete box sewer from Thirteenth Street through Javillo fill to Northern Avenue; 100 linear feet of 4 by 5 concrete box sewer cross-connecting existing sewer on Northern Avenue; 880 linear feet of 4 by 4 concrete box sewer from Northern Avenue through Panama Railroad yard to Third of November and Nineteenth Streets; 750 linear feet of 5 by 5 concrete box sewer from Third of November Street down Ninth Street to Twelfth of October Street; 350 linear feet of 15-inch concrete pipe on Twelfth of October Street, from East Nineteenth Street to the beach; 1,330 linear feet of 3 by 3 concrete box sewer paralleling Third of November Street from East Nineteenth Street and crossing the Panama Railroad at Caledonia grade crossing, thence to the intersection of Central Avenue and L Street.



Photo 7 - JANUARY 1920: USS BLACK HAWK, NORTHBOUND, GAMBOA SIGNAL STATION.

USS BLACK HAWK.

USS Black Hawk (AD-9) was a destroyer tender that was launched in 1913 as SS Santa Catalina by William Cramp & Sons Ship and Engine Building Co., Philadelphia; purchased by the U.S. Navy on 3 December 1917; and commissioned 15 May 1918, Commander R. C. Bulmer in command. Assigned as tender and flagship to the Mine Force, Black Hawk departed Boston in June 1918 to take station at Inverness, Scotland. She remained there until the end of World War I and then shifted her base to Kirkwall, Orkney Islands, for the North Sea mine sweep.

She returned to New York in November 1919 and served as flagship and tender for the Atlantic Fleet destroyers in reserve at Philadelphia. After the installation of a torpedo workshop and other equipment she was designated a destroyer tender (AD-9) in November 1920 and reported as flagship of the Operative Squadron, Destroyer Flotillas, Atlantic Fleet. She served mainly in Caribbean and Panamanian waters until June 1922 when she left Newport, Rhode Island, via the Suez Canal, for the Asiatic Fleet. Black Hawk remained in the Far East for twenty years during which she tended Destroyer Squadrons 5 (1922–40) and 29 (1940–42).

Decommissioned on 15 August 1946, she was transferred to Maritime Commission on 4 September 1947.

¹⁶ [https://en.wikipedia.org/wiki/USS_Black_Hawk_\(AD-9\)](https://en.wikipedia.org/wiki/USS_Black_Hawk_(AD-9))



Photo 8 - FEBRUARY 1920: CRISTOBAL COMMISSARY STOREHOUSE.

Panama Canal press. The value of stock on hand at the close of the year was \$109,605.55, as compared with \$98,103.52 for the preceding year. The increase was due to additional stock required for the printing of commissary coupon books.

Commissary Division. The general market conditions were abnormal throughout the year, and it was difficult to secure and maintain an adequate supply of all commodities. There was a reduction of stock on hand and in investment in commissary stocks. There was an increase in the business done by the bakery, coffee-roasting plant, Cristobal laundry, ice plant, milk-bottling plant, and industrial laboratory. The abattoir, ICC-cream plant, sausage factory, and Ancon laundry did a decreased volume of business. On account of suspension of beef shipments to the Army in the United States, fewer cattle were slaughtered than for 1919, but the local consumption was greater.

The Costa Rican agency, which had been suspended on account of uncertain transportation facilities in 1919, was reopened following the renewal of regular steamship service. This agency supplies vegetables and fruits, and occasionally sugar and coffee, in better condition and at less price than afforded by the markets of the United States. By-products from the abattoir to a total value of \$589,142.67 were shipped to the United States and there sold. During the year a total of 6,256,941 pounds of beef were exported to the Army in the United States. The total area cleared for pastures in the Canal Zone is 46,165 acres.



Photo 9 - FEBRUARY 1920: COMMISSARY STORE HOUSE CRISTOBAL.

CHANGES, ALTERATIONS, AND IMPROVEMENTS IN RETAIL COMMISSARIES.

Tanks for storing kerosene in bulk were installed in the Ancon market and Ancon, Balboa, La Boca, Pedro Miguel, Reel Tank, Gatun, and Cristobal commissaries. A new electric freight elevator was installed in Gatun commissary, and at the Pedro Miguel commissary the ice box was remodeled and equipped with a small mechanical refrigerating machine.

The two-story building which is to house the new Mount Hope commissary is practically completed. It is of frame construction, 120 by 66 feet 6 inches, and will have 38 retail sections and be equipped with an electric freight elevator, a 6,000-gallon kerosene oil tank, and cold-storage department cooled by mechanical refrigeration. When this store is placed in operation it will handle the business now transacted by Camp Bierd commissary and eventually the silver trade, which is now being taken care of at the Cristobal commissary.

Large sales of commissary supplies were made to naval and Army transports during the last fiscal year, approximately \$37,000 worth of foodstuffs and commissary supplies being sold to the Pacific Fleet in July, 1919. The U.S.A.T. Mount Vernon took \$53,661.28 worth of supplies during her stay at the port of Cristobal, from May 25 to June 5.



Photo 10 - FEBRUARY 1920: JAPANESE CRUISER YAHUMO AT PIER 16, BALBOA.

Yakumo (Eight Clouds) was an armored cruiser built for the Imperial Japanese Navy in the late 1890s. As Japan lacked the industrial capacity to build such warships herself, the ship was built in Germany. She participated in most of the naval battles of the Russo-Japanese War of 1904–05, and was lightly damaged during the Battle of the Yellow Sea and the Battle of Tsushima. Yakumo saw no combat during World War I and began the first of many training cruises in 1917, although she was not officially reclassified as a training ship until 1931. Yakumo, named from a stanza of the waka poem by Susanoo in the Japanese mythology, was ordered on 1 September 1897 and laid down a year later by AG Vulcan Stettin in Stettin, Germany. The ship was launched on 8 July 1899 and completed on 20 June 1900. She departed Stettin two days later and arrived in Yokosuka, Japan, on 30 August.

After the start of the Pacific War, Yakumo was reclassified as a 1st class cruiser on 1 July 1942, and her eight-inch guns were replaced by four 12.7 cm (5.0 in) Type 89 dual-purpose guns in two twin mounts. In addition her light anti-aircraft armament was augmented. However, Yakumo remained within the confines of the Seto Inland Sea throughout the war as she was assigned to training duties, and was not used in any combat operations. She was stricken from the navy list on 1 October 1945. Yakumo began service as a repatriation transport on 7 December. Her mission was to return troops and civilians to the home islands from Japan's former overseas possessions, primarily from Taiwan and mainland China. She completed her last voyage in June 1946, repatriating a total of 9,010 people. Yakumo arrived at the Maizuru shipyard of Hitachi Shipbuilding & Engineering on 20 July 1946 to begin demolition that lasted until 1 April 1947.

¹⁹ https://en.wikipedia.org/wiki/Japanese_cruiser_Yakumo



Photo 11 - FEBRUARY 1920: MATERIAL FOREMAN AND TRUCK FOR QUICK DELIVERY, STOREHOUSE.

Additional Ford trucks were purchased during the year to meet the requirements of the various divisions in handling material. The supply department has operated the greater part of all the motor transportation for the Canal, exceptions being with cars driven by repair mechanics, where complete repair kits and small quantities of repair material are kept aboard the cars for emergency use, such as electrical and telephone material, and where lockmen and coaling plant and oil plant men have to be transported quickly to their work to handle ships.

Vehicles on hand and operated by all departments.

	1919	1920
Ford cars, $\frac{1}{2}$ -ton delivery	78	57
1-ton trucks	47	78
1 $\frac{1}{2}$ -ton trucks	7	7
3 $\frac{1}{2}$ -ton trucks	15	15
2 $\frac{1}{2}$ -ton trucks (electric)	3	3
2-ton trucks	4	4
Ford passenger cars	11	16
Combination passenger and delivery, changeable	4	17
Hearse	1	2
Ambulance	7	8
Motorcycles	56	58
Bus, 1 $\frac{1}{2}$ -ton		1

²⁰ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., January 14, 1920.



Photo 12 - FEBRUARY 1920: PACIFIC TERMINAL, DRY DOCK AND SHOPS FROM SOSA HILL, LOOKING SOUTH.

PUBLICITY: Increasing efforts have been made to acquaint the steamship trade with the facilities and lower prices of beef and other stores at the Panama Canal terminals. To this end letters have been written to many of the more important steamship companies and items have appeared from time to time in *The Panama Canal Record*.

SPECIAL CUSTOMS SERVICE: In order to facilitate the discharge of passengers from vessels after the usual working hours and on Sundays and holidays at the terminal ports of the Canal, Circular 679-8 was issued by the Governor under date of August 7, 1919, providing that, effective September 1, 1919:

1. The bureau of customs shall furnish customs inspectors for inspection of passengers' baggage between the hours of 6 p. m. and 7 a. m. and on Sundays and holidays only upon the request of the master or authorized agent of any vessel calling at the ports of Balboa and Cristobal.
2. A charge will be made for such service against the vessel for which the service is rendered on the basis of \$5 for each customs inspector engaged between the hours of 6 p. m. and 11 p. m., or fraction thereof, on any work day, and \$10 for each inspector engaged after 11 p. m.; and for service on Sundays and holidays a charge of \$10 will be made for each inspector engaged between the hours of 7 a. m. and 6 p. m. and 6 p. m. and 11 p. m.
3. The number of customs inspectors who may be required to inspect passengers' baggage of any vessel will be determined by the chief customs inspectors, or designated subordinate officers, based on their information and knowledge of the requirements.

Since the above-mentioned circular became effective, there has been collected from vessels requesting such special service the sum of \$830 at Balboa and the sum of \$2,105 at Cristobal.

²¹ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.



Photo 13 - FEBRUARY 1920: CARNIVAL, J STREET AND CENTRAL AVENUE, PANAMA.

¡VIVA EL CARNAVAL!

What's it all about? How did it start? Carnival, of course, is the last fling, the last chance to have fun before the 40 days of Lent begin. Panama's Carnival [Carnival] is the same as New Orleans' famed Mardi Gras, and, like the Mardi Gras, a modern version of the old Roman Lupercalia...

Panama, historians say, paid little attention to a formal carnival until 1910. At first, carnival was a round of parties and dances for men and women in costumes and masks. Later the masks were abandoned and now are seldom seen. Gradually the idea of having a Queen of Carnival began to develop and by 1913 had become traditional...

As carnival grew in importance in Panama, so did it in the Canal Zone. Toward the end of the construction period, Zonians were beginning to take part in the four-day festivity and offering their help to their friends across the line. The earliest entry in the Canal Zone's carnival file reports that Adm. H.H. Rousseau ordered electric lights installed in the Colon Park for the carnival celebrations of 1912...

By the early 1920's, Zonians had become so carnival-conscious that they decided to have their own queen. In 1922, the American Legion sponsored a hotly-contested poll in which votes were sold and the proceeds used to pay carnival expenses. The first queen elected in this fashion was Viola Bissell, daughter of a Panama Railroad conductor.

²²THE PANAMA CANAL REVIEW, Balboa Heights, C. Z., March 1, 1957.



Photo 14 - MARCH 1920: GAILLARD CUT CUCARACHA SLIDE VIEW FROM SLIDE AREA SHOWING DREDGES AT WORK ON ISLAND IN CHANNEL.

Due to activity of the Cucaracha slide, the Canal was closed to navigation for five days, March 21-24, 1920. Restriction of the channel by the slide since February 21 increased the number of casualties to shipping, through no fault of the personnel; but, fortunately, no serious damage was caused through this condition, although some of the largest ships in the world, notably the Renown and the Mount Vernon, were passed through during these slide conditions, reflecting credit on the efficiency of the pilot personnel. The Panama Canal tugs La. Boca and Miraflores, loaned to the War Department for distant service, were returned. The USS Favorite, a vessel of 500 tons dead-weight, equipped with marine repair shop, wrecking apparatus, and powerful towing engine, and prepared to lift 25 tons, was received from the Navy Department for use and custody and commissioned as salvage vessel and lighthouse tender. She fills a long-felt need. All rear range lights were changed from fixed to flashing. Two spar buoys, which marked the anchorage for vessels carrying explosives in Cristobal Harbor, were removed. The two-story concrete building at Gatun, designed to meet the combined storehouse: repair, and office requirements of the lighthouse subdivision, was completed, replacing an old and poorly appointed wooden structure and enabling that subdivision to operate with increased efficiency under improved working conditions.

In order to permit the assignment of pilots in rotation to duty at Gatun and Pedro Miguel locks, up to the present attended by annoyance resulting from shortage of quarters at those points, the marine division is erecting in each of these towns two 2-story frame houses, for occupancy by lock pilots only.



Photo 15 - MARCH 1920: SS NATIONAL BRIDGE, SOUTHBOUND, EAST SIDE, PEDRO MIGUEL.

CANAL TRAFFIC [MARCH].

The number of ocean-going commercial vessels passing through the Canal during the month was 235, exclusive of 9 United States Government vessels, as follows: Two destroyers, 2 tank ships, 1 collier, 1 minesweeper, 1 tug, 1 sub tender, and 1 merchant ship with coal for the United States Navy. The month's traffic is classified in detail in a tabulation included in this report.

The net tonnage, PC measurement, of the 235 commercial vessels aggregated 819,362 tons, 115,900 greater than the preceding month. Their registered gross tonnage was 1,055,619, and registered net tonnage, 676,270. The total cargo carried was 894,516 tons of 2,240 pounds, 114,028 tons greater than for February. Of the total for this month, 2,906 tons were carried as deck cargo. The total number of vessels and craft of all kinds through the Canal was 246, as compared with 230 last month.

The average length of the commercial vessels was 356 feet, average beam 49 feet, and average draft in salt water 21 feet; their average tonnage, Panama Canal measurement, was 3,486 ; United States net equivalent, 2,894; registered gross, 4,492; and registered net, 2,878. The average cargo carried by the laden ships was 4,635 tons. The Renown, a British battle cruiser, carrying the Prince of Wales and staff, passed through the Canal southbound on March 30. This is the largest ship in length and displacement to have passed through the Canal. She is 795 feet in length, over all; her displacement as measured for the collection of Panama Canal tolls is 33,379 tons; and her beam, 91.5 feet.

²⁴ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., May 5, 1920.



Photo 16 - MARCH 1920: GAILLARD CUT CUCARACHA SLIDE VIEW FROM WEST BANK DIPPER DREDGE AT WORK ON ISLAND IN CHANNEL.

The first indication of new disturbance was a surface movement of the mass behind the rock ledge that began during the heavy rainfall of October, 1919, and which forced material over the ledge and into the Canal. This condition continued without serious results until February 21, 1920, when a large general movement occurred carrying huge masses of earth and rock into the Canal prism and obstructing the channel, except for small draft ships. The operations of the large dipper dredges accomplished the removal of the obstructions at a sufficient rate to keep the Canal open to all traffic with the exception of occasional delays in February, March, and April. Twenty-seven ships were delayed an average of ten days, the maximum delay to any ship being four days. By June 12, 1920, the channel had been restored to full dimensions and at the date of this report a basin has been created by excavating the broken bank throughout the full length of the slide and for an average width of 250 feet outside the limits of the Canal. Between February 21, the date of the first obstruction, and September 1 a total of 1,890,800 cubic yards was removed by the dredges, at an average cost, including transportation and dumping of the dredged material, of 37½ cents per cubic yard... The present situation is that all obstructions have been removed, the motion is much retarded, and a new period of stability is approaching. For several months to come it may be necessary to operate a dredge to keep pace with the movement, but the creation of a basin permits the work to be done outside the limits of the Canal prism, and therefore without interference with traffic. As the failure of the rock ledge referred to above has removed the resistance to motion of the broken masses of earth and rock within the limits of this extensive break in the bank more than one-half mile from the Canal, it is probable that intermittent movements will occur until stability is attained, and that when attained the stability will be permanent.

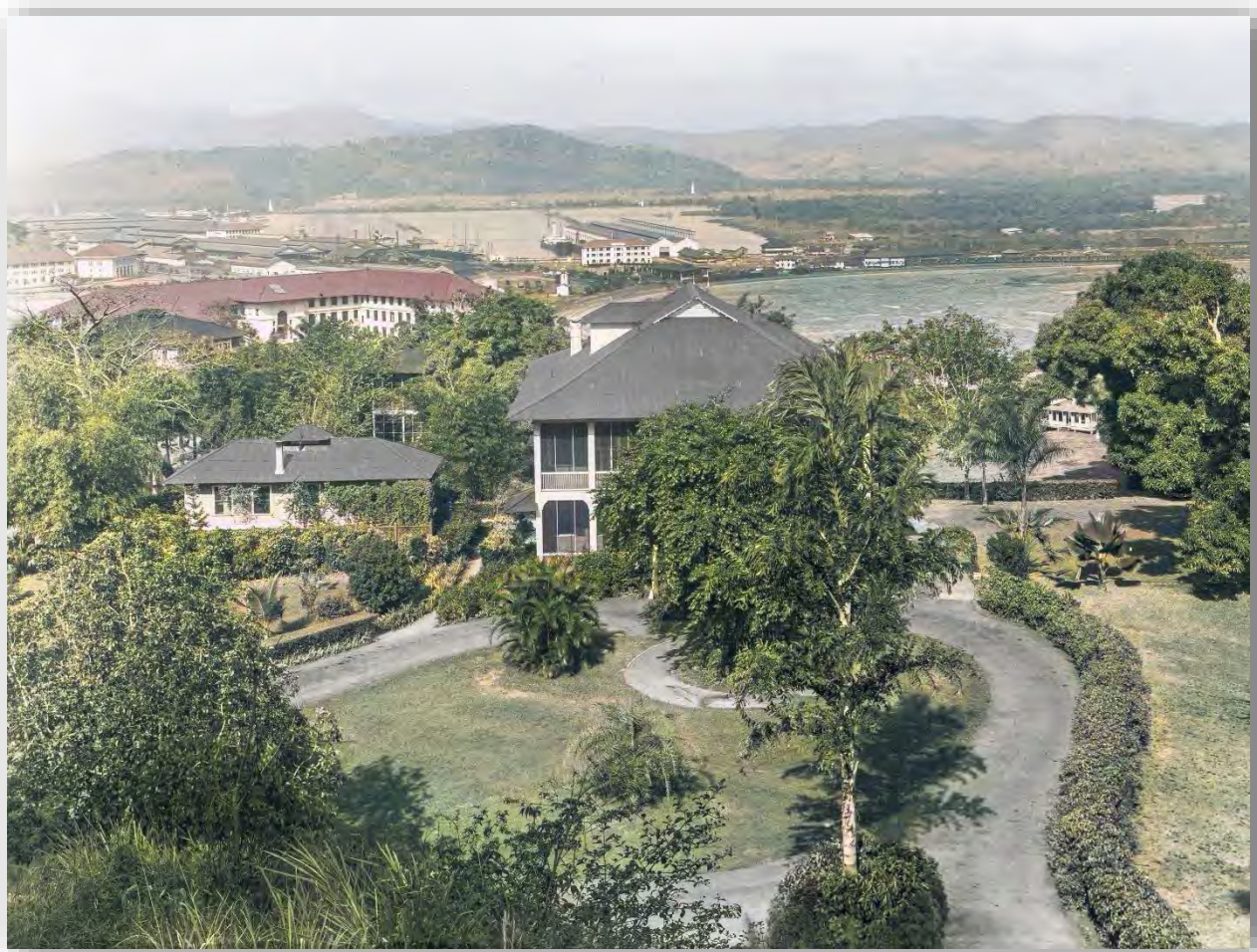


Photo 17 - MARCH 1920: BALBOA HEIGHTS LOOKING WEST, GENERAL VIEW, GOVERNOR'S RESIDENCE.

The Governor's House: No other building in the Canal Zone is so intimately linked with the construction days of the Panama Canal as the Governor's House. Its walls were shaken by the blasts from the dynamite used in the excavation work and the rumble of work trains, with their long strings of dirt-filled cars, echoed through its airy rooms. Built as a residence for the Chief Engineer of the Isthmian Canal Commission, the house was located in the construction-day town of Culebra, overlooking what is now Gaillard Cut, where heroic men and machines battled the capricious slides of mud and rock to make an 8-mile cut through the spine of the isthmus and complete the construction of the waterway. The house was first occupied by Lt. Col. George W. Goethals who succeeded John F. Stevens as Chief Engineer in 1907. As Goethals was also chairman of the Isthmian Canal Commission, House 159, became the quarters of the Canal Zone's chief executive...

The house [at Culebra] and several other buildings were taken down in 1914, each section carefully numbered, and moved by flatcars to new locations at Balboa Heights. According to records, the Governor's House cost \$19,773 to build in 1906. It cost almost that much, \$16,300, to move it from Culebra in 1914, and re-erect it at Balboa Heights. Though a number of changes have been made during the tenure of each Governor, the house on the side of Ancon Hill, the official residence of Canal Zone Governors for more than 60 years, remains basically the same as when it was first constructed. Col. Chester Harding, the second Governor, has a porte cochere built at the front entrance over the circular driveway. During the administration of Col. Meriwether L. Walker, 1924-28, some general alterations were made, the main one being the doubling of the width of the side veranda. Most of the original equipment and furniture was replaced during the administration of Col. Harry Burgess, 1928-32.

²⁶ <https://www.czbrats.com/Builders/Govhouse/govhouse.htm>



Photo 18 - MARCH 1920: SS MARNE, BURNING IN CRISTOBAL HARBOR.

THE "MARNE" STILL BURNING: Fire continues to burn in the oil aboard the American steamship Marne, which was sunk in the outer harbor at Cristobal on January 24 in order to extinguish fire in the hold, the result of an explosion in the cargo. The fire is now confined to the No. 3 hold, below the superstructure, which prevents access by the monitors on the fire tug. Arrangements are being made to try to smother the fire with steam on February 5. [February 4]

FIRE ON THE "MARNE" EXTINGUISHED AND WORK OF RAISING BEGUN: The fire which broke out in the cargo of the steamship Marne at Cristobal on January 24, and made it advisable to sink the ship in the outer harbor in an effort to extinguish the burning oil, was finally put out on February 5 by smothering with steam led through hose from tugs. Preliminary work for raising her had already been started. [February 11]

SALVAGING THE "MARNE": The Shipping Board steamship Marne, which was sunk in Cristobal harbor on January 24, for the purpose of extinguishing a fire, was raised by forces of the Mechanical Division of The Panama Canal after about 3 weeks of work, and was towed into dock No. 6 at Cristobal for unloading. The general foreman of the marine shops at Cristobal was in direct charge of the work, and he had with him men from Balboa and Cristobal shops and the Dredging Division. [March 10]

FIRE ON THE "MARNE": The steamship Marne which was sunk in Cristobal harbor on January 24 and again on March 6, both times to extinguish fire in her cargo, is still burning, but the fire is almost extinguished. The bow is still afloat. Arrangements for raising the vessel are in progress. [March 17]

²⁷ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., 1920.



Photo 19 - MARCH 1920: GAILLARD CUT GENERAL VIEW OF CUCARACHA SLIDE FROM WEST BANK OF CANAL.

DREDGING DIVISION.

The channel conditions in front of Cucaracha Slide, following the slide of February 22, improved daily during the first part of March due to the operations of the dredging fleet. On March 12 there was another movement of the slide. That night and the two days following approximately 120,000 cubic yards of material moved into the prism, reducing the channel to a minimum depth of 30 feet over a width of 75 feet along the west side of the Canal. Between this date and March 19 the channel was widened from the west prism to the center line, on which date a channel of 35 feet in depth, over a width of 150 feet was available.

On the 20th another movement occurred, when approximately 170,000 cubic yards of material moved into the Canal, reducing the channel to a minimum depth of 15 feet over a width of 60 feet. This closed the Canal to all shipping for 4 days (March 21-24, inclusive). By the end of the month the channel extended from the west prism to the center line, a width of 150 feet, with a depth of 35 feet; while there still remained about 180,000 cubic yards in the prism between stations 1805 and 1814.

East and West Culebra Slides showed no movement during March. A small surface movement continued throughout the month at Barge Repair Slide.

The total excavation by dredges during March was 417,525 cubic yards...



Photo 20 - MARCH 1920: ROYAL PALMS ON HEIGHTS ROAD BETWEEN RIDGE AVENUE AND PROSPECT STREET, BALBOA HEIGHTS.

BALBOA GROWS.

Balboa townsite's first major enlargement came in the late 1920's when 163 houses, including those which now line Amador Road, were built in the area between Plank Street and the sea. Some of these quarters are now in the naval reservation. The next large-scale growth took place just before World War II when 12-family houses mushroomed in Williamson Place, the Gavilan area, and the section behind the YMCA. The biggest single recent change in Balboa has been the construction of 98 apartments to replace the old frame four-family houses in The Flats. The last of these new quarters was occupied early this year.

Balboa Heights, geographically, is considered part of Balboa, but is still the capital of the Canal Zone as it was designed to be. Its Administration Building dominates the Pacific side landscape just as the two-story, wide-parched house occupied by the Governor dominates its residential section. This big old house had been occupied by the Chairman of the Isthmian Canal Commission in 1907 at Culebra and moved to Balboa Heights in 1914.

Balboa Heights' other big, old official houses, all of which had been moved in from towns "along the line," are gradually being torn down. Some of them and some of the smaller frame cottages were replaced this year with 17 new masonry houses on Ridge and Quarry Roads.

²⁹ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, July 1, 1955.



Photo 21 - MARCH 1920: CULEBRA CUT, VIEW FROM WEST BANK, CUCARACHA SLIDE WITH DREDGE WORKING ON ISLAND IN CHANNEL.

SLIDE AT CUCARACHA.

A movement in the old slide at Cucaracha in Gaillard Cut on the afternoon of February 22 resulted in about 4 hours' delay in the transit of one ship on the following day. All other vessels made the transit without delay. Two dredges were set at work and from that time until March 13 no delay was experienced by ships in passing through "the Cut." On the night of March 12 there was a further movement and as a result ships drawing 25 feet or more were delayed on the following day. These ships were passed through on March 14 and 15 and there has been no delay since. [March 17]

THE SLIDE AT CUCARACHA.

A movement of the slide at Cucaracha in Gaillard Cut on the night of March 20 delayed vessels transiting the Canal. Vessels will be able to complete the transit on the morning of the 25th. There will be an improvement in conditions from this time until the next movement, the date of which it is impossible to predict. The permanent equilibrium, disturbed by the initial movement of February 22, will not be restored until several repetitions of the shoaling and clearing process have occurred. [March 24]

³⁰ THE PANAMA CANAL RECORD, Balboa, C. Z., March 17 & 24, 1920.



Photo 22- MARCH 1920: SS OLOCKSON LOADED WITH FUEL OIL ON FIRE IN BALBOA HARBOR ENTIRE CARGO DESTROYED, BOW VIEW.

At approximately 06:10 on March 13 a fire was discovered by the first assistant engineer while Olockson was approximately 35 nautical miles (40 mi; 65 km) southwest by south off Punta Mala lighthouse and about 125 nautical miles (144 mi; 232 km) from Balboa in approximate position 7°12'N 80°20'W. The fire was well under way and the engineer could barely escape the quickly spreading flames. A wireless call for help was sent out and U.S. Navy cruiser Tacoma and tug Gorgona were dispatched to the ship's aid. Due to severity of the fire and considering the nature of the ship's cargo the captain ordered the crew to abandon ship. Several lifeboats were lowered and about half the crew of forty-five disembarked the burning vessel without any issues while the captain and the other half remained on board to try to fight off the fire. At about 9:00 some gasoline exploded in the aft hold tearing off the wireless house. A series of gasoline explosions followed forcing the rest of the crew to abandon the burning vessel by 11:00. The survivors were then picked up by steamer SS Salvador which responded to Olockson's call for help and was standing by. After picking up all the survivors, Salvador took course towards Balboa. In the afternoon of March 13 she encountered Tacoma and transferred all the survivors on board the cruiser. The tug reached the area in the morning of March 14 and took the burning freighter into tow bringing her to Balboa outer harbor by about 18:00 on March 17 where Olockson was immediately beached. Holes were cut in the steamer's hull while she was lying at low tide, and after arrival of high tide they were plugged by divers to ensure the water stays inside the burning holds. The fire was finally extinguished by approximately 17:30 on March 21. Olockson was then floated on April 19 and brought into inner harbor next day where she was berthed to unload any undamaged cargo. The unloading was finished by May 26 and in total all 2,500 tons of steel and 593,832 gallons of gasoline were salvaged from the burned vessel.

³¹ https://en.wikipedia.org/wiki/SS_Olockson



Photo 23 - MARCH 1920: SS OLOCKSON, BURNING IN BALBOA HARBOR.

SS OLOCKSON.

Was a steam cargo ship built in 1918–1919 by Guy M. Standifer Construction Company of Vancouver for the United States Shipping Board as part of the wartime shipbuilding program of the Emergency Fleet Corporation (EFC) to restore the nation's Merchant Marine. In March 1920, only on her second voyage, the vessel caught fire and had to be abandoned by the crew. The ship was subsequently towed to Baltimore where she was broken up in 1924. After the United States entry into World War I, a large shipbuilding program was undertaken to restore and enhance shipping capabilities both of the United States and their Allies. As part of this program, EFC placed orders with nation's shipyards for a large number of vessels of standard designs. Design 1015 cargo ship was a standard cargo freighter of approximately 9,400 tons deadweight designed by Moore Shipbuilding Co. and adopted by USSB.

Olockson was part of the order for 10 vessels placed by USSB with Guy M. Standifer Construction Co. on 8 January 1918 and was laid down at the shipbuilder's yard on 3 January 1919 and launched on 11 September 1919 (yard number 6). The ship had two main decks as well as forecastle and poop deck and was built on the Isherwood principle of longitudinal framing providing extra strength to the body of the vessel. The freighter had five main holds and also possessed all the modern machinery for quick loading and unloading of cargo from five large hatches, including ten winches and a large number of derricks. She was also equipped with wireless apparatus, had submarine signal system installed and had electrical lights installed along the decks.

³² https://en.wikipedia.org/wiki/SS_Olockson



Photo 24 - MARCH 1920: SS OLOCKSON ON FIRE IN BALBOA HARBOR ENTIRE CARGO OF OIL DESTROYED.

THE "OLOCKSON" ON FIRE: The steamship Olockson sent an aerogram on March 13 that she was on fire off the Panama coast about 150 miles from the Pacific entrance of the Canal. The U. S. S. Tacoma, and the Salvador of the Pacific Steam Navigation Company, brought the crew to Balboa, and the Panama Canal tug Gorgona was sent out to tow the ship to Balboa, if this proved possible. The job is a difficult one and the master of the Gorgona was given full authority to act as seemed best; whether to bring the ship into port or beach her. It is expected that the Gorgona with her tow will arrive at the Pacific entrance to-morrow morning. The Olockson is owned by the United States Shipping Board and operated by the Barber Steamship Lines. She is of 3,729 net tons, and was bound from Philadelphia to Yokohama with a cargo of steel and gasoline. [March 17, 1920]

SALVAGING THE "OLOCKSON.": The steamship Olockson which was reported by wireless on March 13 afire off Morro Puercos, beyond Cape Mala, was taken in tow by the Panama Canal tug Gorgona at about 10 a. m., Sunday, March 14, approximately in latitude 7° 12' N. and longitude 80° 20' W., about 35 miles southwest by south of the light on Cape Mala. She had been abandoned by her crew. They had taken to the lifeboats, and had been picked up by the steamer Salvador, from which they were transferred to the United States cruiser Tacoma, which had gone out in response to the calls from the Olockson, reaching her in the afternoon of March 13, but not attempting to take her in tow on account of the explosions then occurring in the cargo. The fire had been burning about 28 hours when the tug took the ship in tow. [March 24, 1920]

³³ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., March 17 & 24, 1920.



Photo 25 - MARCH 1920: SS OLOCKSON LOADED WITH FUEL OIL, ON FIRE IN BALBOA HARBOR, ENTIRE CARGO DESTROYED BOW VIEW.

*This is, so far as we have been able to find, the first case in which a federal appellate court has been asked to pass upon the validity of a salvage claim by the crew of a merchant vessel belonging to the United States for wartime services rendered another United States Government-owned merchant ship. That question was squarely raised, however, in *The Hadley F. Brown*, D.C.S.D.N.Y., 1949 A.M.C. 1181, where the court granted a small award, observing in an unreported order: "The principle of one wartime crew claiming salvage from another convoy member sounds wrong. But, of course, that should have been covered by legislation. Libellants may submit findings, with the amount blank. But I advise them now that they may not expect a large recovery." File No. A136-170.*

*We are inclined to share the judge's reaction that a claim such as this does not fall upon enthusiastically receptive judicial ears. On the other hand, we are constrained to agree with his holding that these facts alone do not bar a salvage award. The law is well settled that salvage may be allowed despite common ownership by the United States of both the salvaging and salvaged vessels. *Jacobson v. Panama R. Co.*, 2 Cir., 266 F. 344; *The Olockson*, 5 Cir., 281 F. 690; *United States v. Aslaksen*, 6 Cir., 281 F. 444; *Rees v. United States*, D.C.N.D. Cal., 134 F. 146; *Burke v. United States*, D.C.S.D.N.Y., 96 F. Supp. 335; see also 46 U.S.C. § 727. Nor does the fact that the salvage work is performed in connection with wartime operations deny the salvors their right to an award. *The Katrina Luckenbach*, Ct. Cl., 1926 A. M.C. 368; *The Graf Waldersee*, Ct. Cl., 1927 A.M.C. 853; *The Herbert L. Pratt*, D.C.E.D. Pa., 1923 A.M.C. 1121.*

³⁴ <https://law.justia.com/cases/federal/appellate-courts/F2/207/60/347734/>



Photo 26 - MARCH 1920: SS OLOCKSON LOADED WITH OIL BURNING IN BALBOA HARBOR.

Hence libellants are entitled to an award to cover the slight additional risk found by the district court unless they had, as respondents suggest, entered into a contract to perform the salvage work for the extra compensation they would thereby earn under their shipping articles. Appealing as this theory may be in view of the very substantial sum already paid the crew for their salvage undertaking, we cannot find such an agreement in the present case.

*The Supreme Court has adopted a rather strict approach toward this issue, holding that "nothing short of a contract to pay a given sum for the services to be rendered, or a binding engagement to pay at all events, whether successful or unsuccessful in the enterprise, will operate as a bar to a meritorious claim for salvage." *The Camanche*, 8 Wall. 448, 75 U.S. 448, 477, 19 L. Ed. 397; *the Excelsior*, 123 U.S. 40, 49, 8 S. Ct. 33, 31 L. Ed. 75. A contract for salvage may provide for a daily or hourly wage, payable irrespective of success. *The Elfrida*, 172 U.S. 186, 192, 19 S. Ct. 146, 43 L. Ed. 413. But the burden of establishing the existence of such a contract is upon the respondent.*

The Olockson, *supra*, 5 Cir., 281 F. 690, 693. *The record here shows no express agreement covering this salvage enterprise, and - particularly in the light of the Supreme Court's restraint of enthusiasm for such contracts - we do not think respondents have sustained their burden of showing that such an agreement should be inferred from the facts presented.*

³⁵ <https://law.justia.com/cases/federal/appellate-courts/F2/207/60/347734/>



Photo 27 - APRIL 1920: QUARTERS FOR SILVER EMPLOYEES, LA BOCA.

FRENCH DAYS.

As far as its history goes, La Boca went through three phases. At La Boca the old trail from Panama City to the towns which are now considered to be in the "Interior" crossed the Rio Grande. The French Canal Company, as the Americans did later, used the valley of the Rio Grande as the southern end of their canal line. In 1881 they began to build shops at La Boca where their dredges could be assembled. One historian reports that the French Company loaned enough money to the Panama Railroad for construction of a deep-water harbor and a 960-foot steel pier. This pier, which eliminated the old lighter system, is still standing although it has been much changed in appearance. Just as the Americans did later, the French planned for a double lock near La Boca.

When the French Company sold its interests to the United States in 1904 the buildings and wharves in La Boca were part of the properties transferred. No better description of this phase of La Boca can be found than the following, from the 1905 report of the Isthmian Canal Commission: "The town is divided into two parts by the railroad tracks and yards. On one side all of the buildings are owned by the United States and on the other nearly all of the buildings were erected by private parties on land leased from the old French Company. All of the buildings in this town owned by the United States are being overhauled and repaired; several of the more dilapidated were destroyed and in their places have been erected two large and commodious barracks, one for the unmarried and one for the married employees working at this point."

³⁶ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, June 4, 1954.



Photo 28 - APRIL 1920: GENERAL JOHN J. PERSHING AT BALBOA SCHOOL.

VISIT OF GENERAL PERSHING.

Gen. John J. Pershing, U. S. A., arrived at Cristobal on the transport Northern Pacific on April 29, and departed on his return to the United States at midnight, May 4. His visit to the Isthmus was primarily for the purpose of inspecting the military establishment here.

In addition, however, he went through the Canal from Gatun Locks to Pedro Miguel Lock; attended a reception by the Commanding General of the Army on the Isthmus; addressed the children of Ancon and Balboa schools; reviewed a parade of the Ancient Arabic Order Nobles of the Mystic Shrine; received hundreds of Americans at a public reception in the Administration Building, Balboa Heights, on Sunday night, May 2; was a guest at a dinner given by the President of the Republic of Panama on the night of May 3, and made a visit to the Arias ranch near Panama on May 4.

The Star & Herald of Panama reported Gen. Pershing as saying: "I am greatly impressed with the wonderful efficiency of the Panama Canal. I came here prepared to see an engineering marvel functioning perfectly, but I had no idea of the magnitude of the project or of the marvelous efficiency attained by every division of the forces operating the Canal."

³⁷ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., May 5, 1920.



Photo 29 - APRIL 1920: PORTABLE CARGO CONVEYOR.

MATERIALS AND SUPPLIES.

The total value of materials received during the fiscal year was \$7,812,258.86, as compared with \$7,832,845.61 for the previous year. The value of materials issued from the different storehouses was \$11,966,308.81, as compared with \$12,157,090.24 for the previous year. The value of materials on hand June 30, 1920, was \$5,249,300.15, as against \$6,001,451.24 on June 30, 1919. The value of materials of all classes sold from the storehouses of the supply department was \$3,025,698.18. Sales were made to 3,265 steamships to the amount of \$1,274,556.18, being an increase of \$97,039.85, as compared with last year. A total of 248,294 requisitions and foremen's orders was handled, distributed as follows: General storehouse, Balboa, 156,415; Cristobal storehouse, 76,243; Paraiso storehouse, 15,636. The consumption of cement for the year was 158,089 barrels.

TRANSPORTATION FACILITIES.

Animal transportation was further reduced and replaced by motor transportation during the year. The animals still in the service were used for drawing mowing machines, garbage wagons, and material wagons where roads do not permit the use of trucks. On June 30, 1920, 29 horses and 143 mules were in the transportation service, a reduction of 10 horses and 51 mules from the figures of a year ago.



Photo 30 - APRIL 1920: QUARTERS SILVER EMPLOYEES, LA BOCA COROZAL & STREET SCENE.

A number of the tenement houses in Colon and Panama have been remodeled for the purpose of admitting sufficient light and ventilation. Pamphlets explaining the dangers and precautions necessary in combating the spread of this disease have been distributed freely. This educational measure is being further augmented at Colon by a visiting nurse who gives instructions, both oral and written, to the responsible members of the family about the precautions necessary to prevent the transmission of the disease to other members of the family. There is a real pressing necessity for more quarters being constructed of the right kind for our "silver" employees, such as are provided at La Boca on the Pacific side, Red Tank at Pedro Miguel, and Silver City at Cristobal.

La Boca, especially, is a model town of its kind, with wide, well-paved streets, planting spaces and lawns, screened houses with modern plumbing, and a well-supplied commissary and restaurant. By constant supervision and training the colored population of this city has been given an education in sanitation that is evidenced in their appearance and surroundings and which could well be emulated by people of a relatively higher social strata and culture.

Another effort on the part of The Panama Canal to improve living conditions for its laborers, especially those whose employment is of a temporary nature, is seen in the reopening of a portion of the Zone to unemployed, able-bodied men, who are given quarters and a generous portion of land to cultivate, in return for which a nominal rent is paid and the tenant obligates himself to work for The Panama Canal a stated portion of the year, if called upon, at the regular rate of pay for labor of the kind he performs.

³⁹ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.

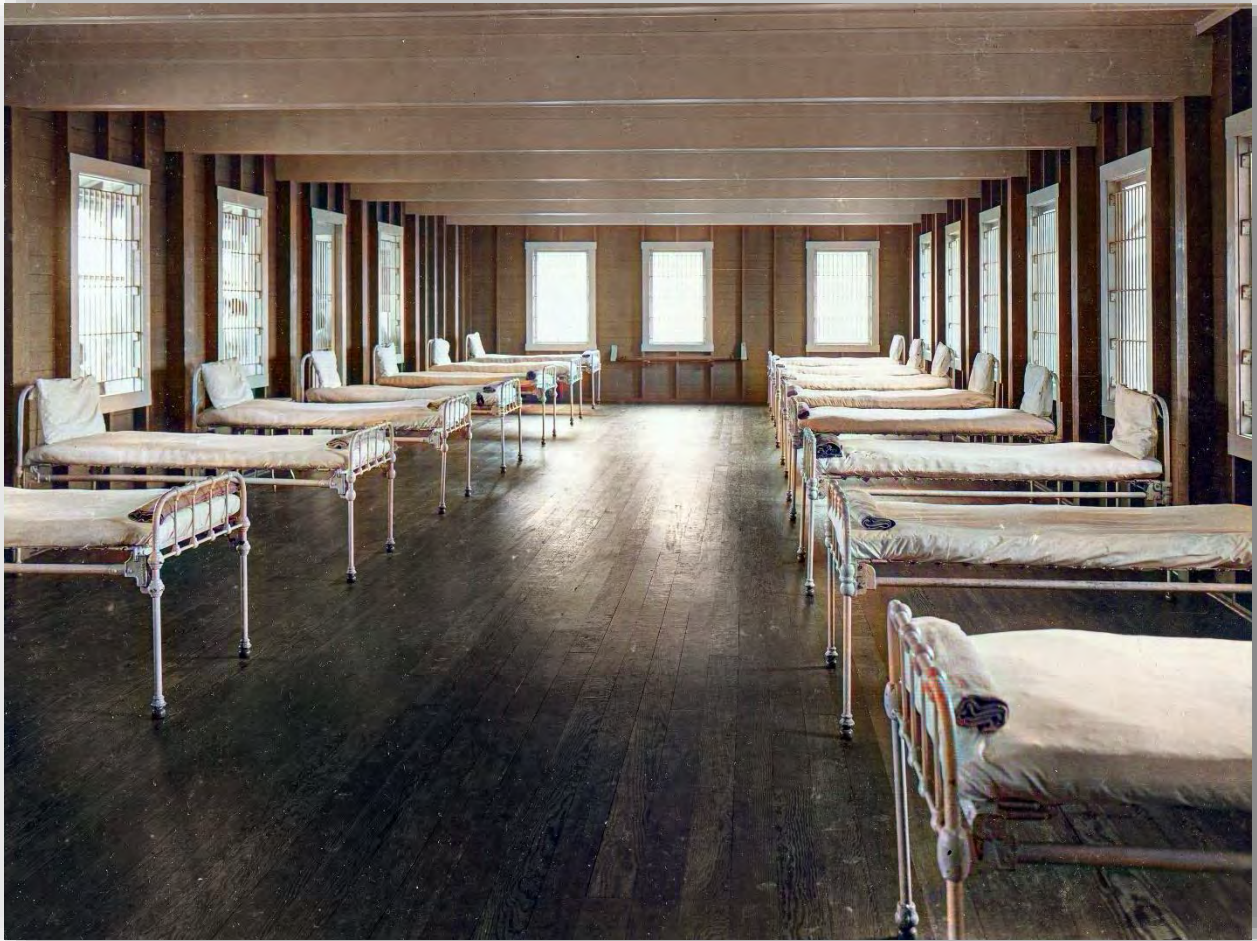


Photo 31 - APRIL 1920: COROZAL HOSPITAL INTERIOR, WARD BUILDING.

COROZAL HOSPITAL.

On June 30, 1920, there were 344 patients and 26 chronic cripples at the Corozal Hospital. In the treatment of the insane the occupational department was expanded. The officers of the Mental Hygiene Society in New York sent down free of charge an industrial instructor, who remained here three months and instructed the chief nurse in the essentials of an industrial department. The occupational treatments proved to be beneficial to the class of insane patients at this hospital. Most of the articles made by the patients, including rugs, hats, handbags, wood carving, etc., have found ready sale. Most of the male patients are cultivating gardens attached to the hospital plant.

From appropriations made by Congress a new hospital ward were erected, with accommodations for 80 patients, and was occupied in January, 1920. It has been possible to isolate all tubercular insane patients. The grounds within the hospital have been kept in order by patients' help. The dairy maintained at this hospital was continued and milk supplied, under prescription, to the patients in Ancon Hospital.

On June 30, 1920, the herd consisted of 3 hulls, 74 cows, and 38 calves. At the piggery there were on hand at the end of the year 27 hogs and 120 pigs. Most of the pigs when ready for use are sold to the supply department. The number of cripples remaining at the hospital on June 30, 1920, was 4 white and 27 black, a reduction of 21 during the year.



Photo 32 - APRIL 1920: EXTERIOR, WARD BUILDING.

THE WORK OF THE INDUSTRIAL WARD IN COROZAL HOSPITAL. [1 OF 2].

As a part of the treatment of insane persons whose derangement is slight and frequently temporary, the Superintendent of Corozal Hospital has devoted special attention to the industrial ward. Men and women are employed in various forms of weaving, wood and metal working, and painting, under the instruction and supervision of a nurse who has specialized alike in manual arts and psychopathy.

Some of the patients possessed a craft before they were committed, and are employed at it; such as an elderly Negro who is a weaver of Panama hats, and a young man who is a tinsmith, but the most of them are without previous training. They are taught to weave rugs from strips of rags made from old clothes, to make grass bags, etc. from native grasses dyed in various colors, to weave belts out of varicolored threads; or weave baskets of reeds; or to do wood or tin work or painting of different sorts.

As far as possible salvaged material and native products are used as raw materials, and the articles which the patients produce are sold. About 30 patients are employed in the ward at present.

⁴¹ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., November 10, 1920.



Photo 33 - APRIL 1920: INTERIOR, BATHROOM..

THE WORK OF THE INDUSTRIAL WARD IN COROZAL HOSPITAL. [2 OF 2].

In a visit to the salesroom attached to the ward, one may find, in addition to the products indicated above, a miniature toy shop. A wide range of toys, of doll and children's furniture, stuffed and wooden Dolls - and more serious articles of use to grown-ups-women bags, beaded handbags, pincushions, market and waste paper baskets, footstools, collar boxes, cigar and cigarette boxes, bookracks, hand-painted place cards, post cards printed from wood blocks, vases, flower sticks, and canes. A striking feature of all the toys and many of the other articles is the vivid painting. The toys, which are the handiwork of the insane, have a sturdiness and durability in which the usual commercial product is notoriously lacking.

Some of the articles produced in the industrial ward have been placed on sale in the Canal commissaries, most notably the rag rugs; but most of them are sold direct from the shop attached to the ward. The Superintendent has asked that publicity be given to this, in order that more people may come to see the ward and buy its products. They will be welcomed between 8 and 11 in the morning, and 1 and 4 in the afternoon, if they will call at the office of the Superintendent.

⁴² THE PANAMA CANAL RECORD, Balboa Heights, C. Z., November 10, 1920.



Photo 34 - APRIL 1920: QUARTERS SILVER EMPLOYEES, LA BOCA COROZAL, STREET SCENE.

HOUSES - OLD AND NEW.

Some of the houses were new but many were brought from towns which were being abolished. There were the old hospital, dispensary, and commissary from Portobelo, converted into living quarters; a laborer's barracks from Gorgona; a barracks from Paraiso; two houses from Gatun; and several from Diabolo. Not all of them had plumbing or kitchens. Wash houses, outhouses, and cook sheds stood behind each small group of quarters. Wood to fuel the stoves was dumped daily into boxes at the entrance to each set of quarters by a wagon from a sawmill located where the Balboa police station now stands. Maintenance of La Boca was something of a problem. In late 1914, the administration offered prizes of \$5, or a percentage reduction in rent, for the best-kept, neatest, and cleanest quarters of various types. The prize system was followed for about two years.

While La Boca was primarily a town for local-rate workers, there were a few American families living there. Most of the Americans were people waiting completion of quarters in Balboa and Balboa Heights. Old La Bocans still call the street where they lived "Gold Street." In 1915 the Acting Governor, Chester Harding, turned down a Metal Trades Council request that the La Boca quarters be assigned to Americans and said: "The administration hopes to provide quarters sufficient to house every Gold employee on the permanent force. Quarters are being constructed as fast as the money is available. I think the present unsatisfactory state will not continue for more than a year."

⁴³ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, June 4, 1954.



Photo 35 - APRIL 1920: CULEBRA CUT (GAILLARD CUT), CUCARACHA SLIDE AND DREDGE, FROM TOP OF CONTRACTOR'S HILL.

The slide at Cucaracha has always been free from one of the difficult features of the slides at Culebra, which closed the Canal in 1915-16. At the latter place the disturbance extended to a depth below the level of the bottom of the Canal and shoals were formed by the upheaval of the bottom. At Cucaracha the bottom has remained undisturbed, and we have had to handle only the material that actually moved from the banks.

The present situation is that all obstructions have been removed, the motion is much retarded, and a new period of stability is approaching. For several months to come it may be necessary to operate a dredge to keep pace with the movement, but the creation of a basin permits the work to be done outside the limits of the Canal prism, and therefore without interference with traffic.

As the failure of the rock ledge referred to above has removed the resistance to motion of the broken masses of earth and rock within the limits of this extensive break in the bank more than one-half mile from the Canal, it is probable that intermittent movements will occur until stability is attained, and that when attained the stability will be permanent.

On account of the large amount of material removed from the slide, it is not probable that sudden movements of large masses will again occur, or that further movements will be more rapid than the rate of removal by the dredges.



Photo 36 - APRIL 1920: TOWNSITES AND CAMPS, BACHELOR QUARTERS, BALBOA ROAD, BACHELOR QUARTERS.

WORK FOR INDIVIDUALS AND COMPANIES.

Work was started on the community house for the National Catholic War Council at Balboa. The estimated cost of this building is \$85,000 and the expenditure to July 1, 1920, was \$28,174.34. Work was started on the construction of the office building and quarters for the Royal Mail Steam Packet Company. The estimated cost of this building is \$275,000 and the expenditure up to July 1, 1920, was \$57,795.73. Work was completed on the office and bachelor quarters in Balboa for the Central and South America Cable Company.

TABLE NO. 6.—Houses, apartments, and occupants, by districts, of gold and silver quarters, as of June 30, 1920.

Districts.	Gold.		Silver.		Total.	
	Family.	Bachelor.	Family.	Bachelor.	Family.	Bachelor.
Ancon-Balboa:						
Houses occupied.....	465	44	58	34	523	78
Rooms or apartments.....	1,065	806	436	162	1,501	968
Number of occupants.....	3,715	1,058	1,655	475	5,370	1,533

⁴⁵ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.



Photo 37 - APRIL 1920: BALBOA CLUBHOUSE.

BUREAU OF CLUBS AND PLAYGROUNDS.

Clubhouses were operated for gold employees at Balboa, Ancon, Pedro Miguel, Gatun, and Cristobal; also a boat house at Fort Amador. Clubhouses for silver employees were operated at La Boca, Red Tank, Paraiso, Gatun, and Cristobal. Playgrounds were operated at Balboa, Ancon, Pedro Miguel, Gatun, Cristobal, and Colon Beach for the children of gold employees.

During the year changes were made on the buildings at Balboa and Cristobal. The reading room at the Balboa clubhouse was enlarged, the side walls of the building removed, book cases installed in the library, a librarian put in charge of the reading room and library. With the completion of these changes, the main floor of the Balboa clubhouse has been made considerably more attractive and useful.

New equipment has been received in the various gold clubhouses, consisting of phonographs, furniture, and billiard tables. Two bowling alleys are being removed from the silver club at Paraiso, where they are little used, to the gold clubhouse at Pedro Miguel, where there has been a great demand on the part of the bowlers for two additional alleys.

Local entertainments were given as usual, and, in addition, entertainers have come down from the States about once in two months. Moving pictures are exhibited in all clubhouses; song services on Sunday nights at Ancon, Gatun, and Paraiso; study clubs at La Boca.



Photo 38 - APRIL 1920: QUARTERS FOR SILVER EMPLOYEES, LA BOCA COROZAL, A VEGETABLE GARDEN IN FOREGROUND.

YOUR TOWN.

If a section of Panama Railroad track had not sunk six feet one morning in 1907 the Canal Zone town of La Boca - "The Mouth" - might not be where it is today. The La Boca area might look like the environs of the two-step locks at Miraflores instead of what it is - one of the Canal Zone's oldest local - rate towns.

The canal plan had called for two sets of locks, one at Pedro Miguel and the other near Sosa Hill. They were to have been separated by a large terminal lake, to be known as Sosa Lake. Not all the Canal's top men-John F. Stevens, among them, approved the idea but had begun work on the dams for the lake.

After the section of track near La Boca sank suddenly and a trestle toppled, Chief Engineer George W. Goethals appointed a board to study lock sites. Eventually the present locations were determined and La Boca returned to its former status of Pacific terminal for the Panama Railroad and the only Pacific port between Callao in Peru and Salina Cruz in Mexico where deep-draught vessels could unload at a wharf. It seems strange today to read that the transfer provided not only more stable foundations but also better protection from bombardment from the sea!



Photo 39 - MAY 1920 U.S.A.T. MT. VERNON, NORTHBOUND, CUCARACHA.

SS KRONPRINZESSIN CECILIE (1906) - USS MOUNT VERNON (1917).

SS Kronprinzessin Cecilie was an ocean liner built in Stettin, Germany (now Szczecin, Poland), in 1906 for North German Lloyd that had the largest steam reciprocating machinery ever fitted to a ship. The last of four ships of the Kaiser class, she was also the last German ship to have been built with four funnels. She was engaged in transatlantic service between her homeport of Bremen and New York until the outbreak of World War I.

On 4 August 1914, at sea after departing New York, she turned around and put into Bar Harbor, Maine, where she later was interned by the neutral United States. After that country entered the war in April 1917, the ship was seized and turned over to the United States Navy, and renamed USS Mount Vernon (ID-4508). While serving as a troop transport, Mount Vernon was torpedoed in September 1918. Though damaged, she was able to make port for repairs and returned to service. In October 1919 Mount Vernon was turned over for operation by the Army Transport Service in its Pacific fleet based at Fort Mason in San Francisco. USAT Mount Vernon was sent to Vladivostok, Russia to transport elements of the Czechoslovak Legion to Trieste, Italy and German prisoners of war to Hamburg, Germany. On return from that voyage, lasting from March through July 1920, the ship was turned over to the United States Shipping Board and laid up at Solomons Island, Maryland until September 1940 when she was scrapped at Boston, Massachusetts.

⁴⁸ [https://en.wikipedia.org/wiki/SS_Kronprinzessin_Cecilie_\(1906\)](https://en.wikipedia.org/wiki/SS_Kronprinzessin_Cecilie_(1906))



Photo 40 - MAY 1920: THE PRADO, BALBOA.

EL PRADO AND ENVIRONS.

Following approval of the Canal Zone Act in 1912, the construction of a permanent administrative seat became a matter of priority. For the new zone capital –named Balboa– a site was chosen near the port, between the Ancon and Sosa hills. From the outset, a monumental avenue was planned to serve as the main artery and route to the new Administration Building. The Fine Arts Commission sent from the United States in February 1913 accepted this idea with a few general recommendations about the orientation and nature of the avenue. Landscape architect William L. Phillips (1885-1966) was appointed to oversee the works, arriving in June of the same year and working on the project until 1914. The boulevard - still the only genuine example of monumental urban design in Panama - was named El Prado, perhaps after its namesakes in Madrid and Havana. It has four rows of royal palms and the “prado” proper in the middle. The perspective commences at a circular piazza (the present-day Stevens Circle) and culminates, beyond another small square, at the large flight of steps leading up to the Administration Building. It echoes the Baroque, the City Beautiful Movement and the compositional codes of the Beaux-Arts School in Paris.

Other outstanding buildings on the boulevard are the former Balboa Primary School (1917), which has a monumental interior courtyard with arcades and is inspired by the Italian villas of the Renaissance, and the Post Office (1920) at Stevens Circle, whose colonnade is somewhat reminiscent of the Palladian style. Opposite the latter stands the commissary, the Panama Canal Company's general store.

⁴⁹ Tejeira, Eduardo Davis, Panama: An Architectural and Landscape Guide, Panama-Sevilla, 2007.



Photo 41 - MAY 1920: SS HEFFRON, SOUTHBOUND, CUCARACHA.

USAT HEFFRON.

- 1. Laid down, date unknown, by Bethlehem Steel Co. at Alameda, CA.*
- 2. Launched 31 December 1918.*
- 3. Completed in May 1919.*
- 4. Acquired by the US Army Quartermaster Corps, 7 April 1920 from the U.S. Shipping Board and assigned to the U.S. Army Transport Service.*
- 5. Further assigned to the A.T.S. Pacific Fleet with homeport at Fort Mason, San Francisco, CA.*
- 6. Evacuated the last elements of the Czech Legion from Vladivostok, Russia, 2 September 1920, and disembarked them at Trieste, Italy 10 November 1920.*
- 7. Transferred to the U.S. Shipping Board Reserve Fleet 7 January 1921 at New York.*
- 8. Final Disposition, sunk by a mine, 5 July 1942, off Straumnes, Iceland.*

⁵⁰ <http://www.navsource.org/archives/30/13/13069.htm>

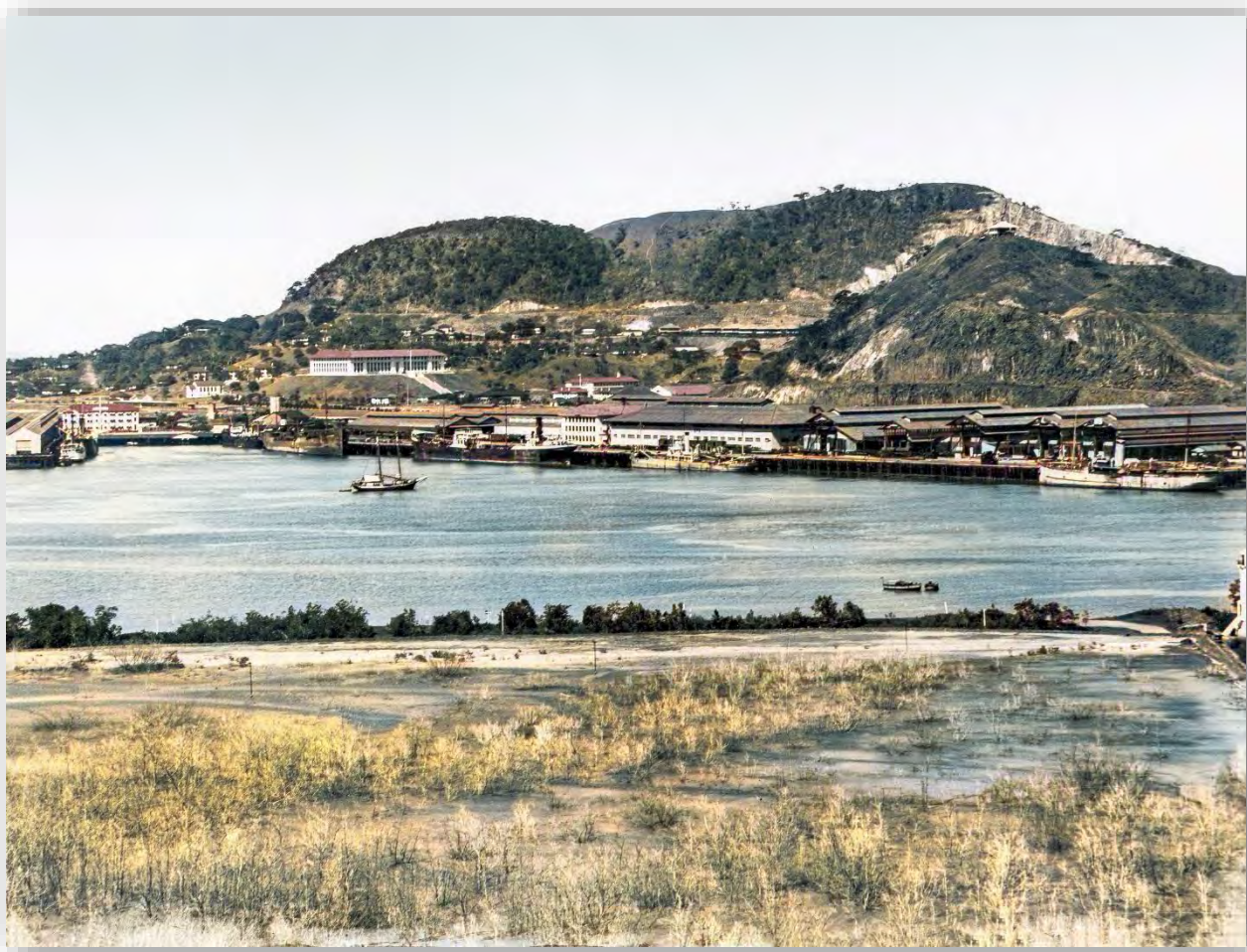


Photo 42 - MAY 1920: PACIFIC TERMINAL PIERS, BASIN, SHOPS, LOOKING EAST FROM WEST BANK.

MECHANICAL DIVISION [PACIFIC TERMINAL / BALBOA SHOPS].

The work of this division continued in the charge of Commander E. G. Kintner, United States Navy, as superintendent. The principal changes and additions to plants included the installation at Balboa shops of a reclaiming roll for rerolling miscellaneous steel and iron scrap into round and rectangular section rods and bars; the roofing over of the space between buildings 2 and 3, Balboa shops, to relieve the congestion of the pipe shop; the installation of a large horizontal boring mill at the Balboa shops ; and the construction (in progress) of a light repair shop adjacent to the commercial piers in Cristobal to facilitate repairs to ships at those piers.

The average force employed in the shops was 2,869 per month, 1,002 gold and 1,867 silver employees, as compared with corresponding averages of 696 gold and 1,658 silver employees for last year.

The value of work performed was \$6,454,219, of which 59.87 per cent was marine work, 19.73 per cent railroad work, 12.17 per cent miscellaneous, and 8.23 per cent manufacturing. Of the total work performed 35.09 per cent was for the Canal, 43.38 per cent for individuals and companies, 17.16 per cent for the Panama Railroad, and 4.37 per cent for Government departments.

At the Balboa dry dock 16 vessels were docked pertaining to the United States Army and Navy, 33 pertaining to The Panama Canal, and 34 belonging to outside commercial interests. At the Cristobal dry dock corresponding figures were 22 ships belonging to the Army and Navy, 20 to the Canal, and 43 to outside commercial interests. The total number of vessels, other than tugs, barges, and dredges, on which work was done was 1,064 - 422 at Balboa shops and 642 at the Cristobal shops.

⁵¹ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.



Photo 43 - MAY 1920: SS LAKE FARBER, SOUTHBOUND, CUCARACHA.

GENERAL CARGO SHIPS BUILT IN GREAT LAKES SHIPYARDS [SS LAKE FARBER].

1. USSB # 1805.
2. Original Name: 1099.
3. Builder: American Ship Building.
4. Location: Cleveland OH.
5. Yard # 489.
6. Delivery: August 1919.
7. Disposition: Later Commercial Navigator 1928, Chapaev 1938, scrapped 1960.

GREAT LAKES ENGINEERING WORKS [From Wikipedia, the free encyclopedia]: The Great Lakes Engineering Works (GLEW) was a leading shipbuilding company with a shipyard in Ecorse, Michigan, that operated between 1902 and 1960. Within three years of its formation, it was building fifty percent of the tonnage of all ships in the Great Lakes. During World War II, GLEW was commissioned by Pittsburgh Steamship Company and the U.S. Maritime Commission to build twenty-one ore freighters. Its innovations included the first self-unloader freighter, SS Wyandotte. GLEW is best known for its construction of the SS Edmund Fitzgerald.

⁵² <http://shipbuildinghistory.com/merchantships/1lakes.htm>



Photo 44 - 1920: GENERAL WILLIAM M. GRAHAM, MINE LAYER AT PIER 18, BALBOA.

CANAL WORK IN MAY / SHOP, FOUNDRY, AND DRY DOCK WORK.

For the first time in 2 years no large marine job involving the reconstruction of a ship has been in progress at the Balboa plant of the Mechanical Division. The marine work has been confined to routine overhauls and repairs or repairing breakdowns...

Practically the same conditions have prevailed at the Cristobal plant. The semiannual overhauling of the machinery of the U. S. mine planter Graham, including cleaning and painting the hull, was completed at the Cristobal shops. General repairs were made to the boilers, engines, and auxiliaries of the tugs Engineer and Tavernilla.

The steamship Caribbean was dry-docked and the boilers, engines, pumps, and other auxiliaries overhauled for the annual inspection. Various repairs were made on the steamship Balboa; the donkey boiler was removed, the coal bunkers renewed, stern bushing rewooded, and power auxiliaries generally overhauled. The struts, shafts, engines, and hull of the U.S. subchaser 285 were repaired; and the damaged plates, angles, and other parts of the U. S. S. R-24 renewed. Repairs were made on the refrigerating machinery, windlass, and pumps of the U. S. A. T. Mt. Vernon, and a new crank shaft for the ice machine of the steamship Lake Elkwater was made.

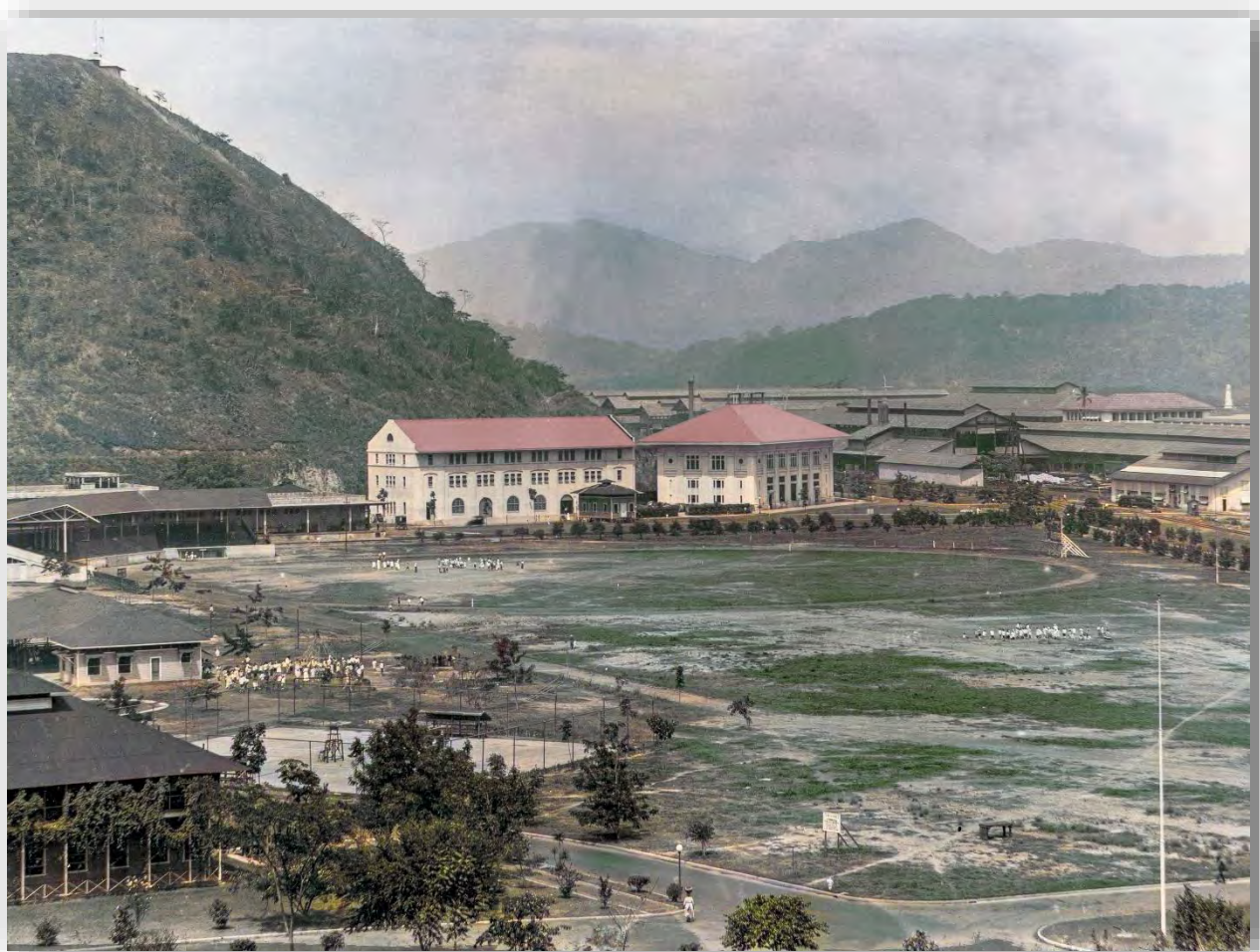


Photo 45 - MAY 1920: FROM ADMINISTRATION BUILDING STEPS, LOOKING WEST, BALBOA STADIUM AND PLAYGROUNDS.

BUREAU OF CLUBS AND PLAYGROUNDS.

Clubhouses were operated for gold employees at Balboa, Ancon, Pedro Miguel, Gatun, and Cristobal; also for silver employees at La Boca, Red Tank, Paraiso, Gatun, and Cristobal. The clubhouse building at Balboa was improved by an enlargement of the reading room and the installation of bookcases in the library. The main floor of the Cristobal clubhouse was enlarged by the removal of the side walls of the building and the inclusion of the porch in the floor area. Local entertainments were given as usual, and entertainers have come down from the United States about once in two months.

Moving pictures were exhibited in all clubhouses. The Balboa clubhouse has supervised the physical education of the grammar schools and of the high schools. One of the most useful and successful benefits of the physical education developed was instruction in swimming. All members of the senior class of the Balboa high school were required to pass a rigid test, before graduation, consisting of swimming and lifesaving. New play sheds were added to the equipment of the Pedro Miguel and Gatun clubhouses, and one was erected near Folks River beach in New Cristobal for the children of that community; the sheds are approximately 42 by 80 feet. The average daily attendance of children 3 to 5 years of age on the five playgrounds was 164, and of children 6 years and over, 552. Decoration Day was observed on all playgrounds by appropriate patriotic exercises. A community Christmas pageant, with over 165 children and 50 adults participating, was staged on the lawn of the administration building on Christmas night by employees of this bureau.



Photo 46 - MAY 1920: SS CITY OF PARA, NORTHBOUND, GOLD HILL.

SS CITY OF PARA.

Arrive San Francisco on June 13, 1897. From Panama: 22 days, 7 hours (flying the yellow flag - quarantine). Los Angeles Herald, Los Angeles, California: SAN FRANCISCO, June 13. The Steamer City of Para arrived today from Panama flying the yellow flag, and was immediately ordered into quarantine. When one day out from Panama one of the passengers, Mrs. Mitchell, died of yellow fever, and a few days later Captain Mortensen also died. About twenty passengers came into port, none having symptoms of the disease...

The passengers on the City of Para are bewailing their fate. For the next five days they will be held in quarantine at Angel Island, and not even the mails will be allowed to land. At least twenty-four hours before the Para is released the Acapulco, which will be due next Thursday, will be keeping her company. Chief Engineer McLean of the Acapulco died during the voyage, and it is thought that other deaths may have occurred.

Sailor Jackson of the City of Para, who was thought to be convalescent, has had a setback and yesterday morning was put to bed again. Quarantine Officer Bieu has very little hopes for his life. All the passengers, both cabin and steerage, and also the mail, will be fumigated, and if no fresh cases break out the vessel will be released on Friday and allowed to dock.

⁵⁵ <https://www.maritimeheritage.org/passengers/SS-City-of-Para-13June1897.html>



Photo 47 - JUNE 1920: BALBOA AND QUARRY HEIGHTS FROM THE TOP OF ANCON HILL CANAL ZONE.

QUARRY HEIGHTS MILITARY RESERVATION.

By far the most expedient method of constructing living quarters had been pioneered by the Isthmian Canal Commission in late 1912 and early 1913. They simply dismantled buildings no longer needed at construction sites, then moved and reassembled them where they were needed. "The prompt removal and reerection of these quarters has been of great benefit to the commission. It has solved the problem of quartering the force as the work has shifted, at a cost of less than one-third of what it would cost to reconstruct new buildings of similar types."

This movement of buildings was undertaken on a large scale, with 55 moved in 1915 alone. During the immediate post-Canal construction period, this was the administration's preferred method for acquiring living quarters "... for temporary use, either by the civilian force of the canal or by the military contingent."

Because The Panama Canal was performing the construction work for Quarry Heights, it is likely this method of inexpensive, fast supply of quarters was used for this site from the beginning. Property records do indicate that three four-family sets of Non Commissioned Officers' quarters were moved to Quarry Heights from the town of Empire in September 1920.

⁵⁶ <https://ufdc.ufl.edu/AA00022175/00001>



Photo 48 - JUNE 1920: USS MICHIGAN, SOUTHBOUND, CUCARACHA.

USS MICHIGAN (BB-27).

A South Carolina-class battleship, was the second ship of the United States Navy to be named in honor of the 26th state. She was the second member of her class, the first dreadnought battleships built for the US Navy. She was laid down in December 1906, launched in May 1908; sponsored by Mrs. F. W. Brooks, daughter of Secretary of the Navy Truman Newberry; and commissioned into the fleet 4 January 1910. Michigan and South Carolina were armed with a main battery of eight 12-inch (305 mm) guns in super firing twin gun turrets; they were the first dreadnoughts to feature this arrangement.

Michigan spent her career in the Atlantic Fleet. She frequently cruised the east coast of the United States and the Caribbean Sea, and in April 1914 took part in the United States occupation of Veracruz during the Mexican Civil War. After the United States entered World War I in April 1917, Michigan was employed as a convoy escort and training ship for the rapidly expanding wartime navy. In January 1918, her forward cage mast collapsed in heavy seas, killing six men.

In 1919, she ferried soldiers back from Europe. The ship conducted training cruises in 1920 and 1921, but her career was cut short by the Washington Naval Treaty signed in February 1922, which mandated the disposal of Michigan and South Carolina. Michigan was decommissioned in February 1923 and broken up for scrap the following year.

⁵⁷[https://en.wikipedia.org/wiki/USS_Michigan_\(BB-27\)](https://en.wikipedia.org/wiki/USS_Michigan_(BB-27))



Photo 49 - JUNE 1920: PEDRO MIGUEL SCHOOL BUILDING, LOOKING SOUTH, EXTERIOR, FRONT.

DIVISION OF SCHOOLS.

The net enrollment for the year was 2,004 at the white schools and 1,481 at the colored schools, a total of 3,485 as compared with 3,006 in 1919. The average daily attendance at the white schools was 1,588.5 and at the colored schools 864.9, making a total of 2,453.4 as compared with 2,178.5 for the previous year. The number of white teachers employed during the year was 74, an increase of 2 over the preceding year. There was an increase of 2 colored teachers, the number being 24.

The best standards of the public schools in the United States were followed in the Canal Zone schools. Physical examinations were made in both white and colored schools of pupils and proper steps taken to remedy defects discovered. Manual training and household art classes were held at Cristobal for the white pupils of Gatun and Cristobal schools and at Balboa for the white pupils of the Pedro Miguel, Ancon, and Balboa schools. Instruction in music was continued and satisfactory progress made.

The night school of Spanish was conducted at Cristobal and night school of English, Spanish, French, shorthand, and manual training was conducted at Balboa. On July 1, 1919, there were 44 apprentices taking the apprentice courses. There were 14 new enrollments; 10 were graduated, 3 resigned, and 1 was discharged for unsatisfactory progress. At the close of the year there were 48 apprentices.



Photo 50 - JUNE 1920: WAGON LOADER LOADING LARGE TRUCK WITH SAND AND GRAVE FROM GROUND.

AUTO WAGON (1909-1916).

Models: Auto Wagon AA, AW, MA, MW, MAX, MWX.

The Auto Wagon, a variant of the Auto Buggy of 1907, was the first truck built by International Harvester. It was basically a light wooden wagon with a primitive gasoline engine mounted below the body. They were sometimes called "Highwheelers".

Introduced in 1909 it was designed for farmers using poor rural roads but soon became popular in urban areas. The Auto Wagon was built until 1916.

F SERIES (1913).

Models: F, G, H, K, L

The Model F was a completely different type of truck than the Auto Wagon, with a steel ladder frame. It had a "Renault-type" tapered hood. A front-mounted engine drove through a transmission and driveshaft to a geared differential rear axle.

<https://content.wisconsinhistory.org/digital/collection/ihc/id/34270>

⁵⁹ https://en.wikipedia.org/wiki/Renault_GS



Photo 51 - JUNE 1920: USS NEW HAMPSHIRE, SOUTHBOUND, GATUN LAKE.

New Hampshire (BB-25) was the sixth and final Connecticut-class pre-dreadnought battleship, the last vessel of that type built for the United States Navy. Like most contemporary battleships, she was armed with an offensive armament that consisted of four large-caliber 12-inch (305 mm) guns and several medium-caliber 7 and 8-inch (178 and 203 mm) guns. The ship was laid down in May 1905, launched in June 1906, and commissioned in March 1908, a little over a year after the revolutionary all-big-gun HMS Dreadnought rendered ships like New Hampshire obsolescent.

Despite being rapidly surpassed by new American dreadnoughts, New Hampshire had an active career. She made two trips to Europe in 1910 and 1911, and she sank the old battleship USS Texas, which had been converted into a target ship. New Hampshire was particularly active in the Caribbean during this period, as several countries, including Haiti, the Dominican Republic, and Mexico devolved into internal political conflicts. These actions included the United States occupation of Veracruz, during which the ship's commander was awarded the Medal of Honor.

After the United States entered World War I in April 1917, the ship was used primarily to train gunners and engine room personnel, as the US Navy had expanded significantly to combat the German U-boat campaign. She escorted convoys in late 1918, and after the war ended she took part in the effort to bring American soldiers back from France. New Hampshire remained in service for only a few years after the war, as the 1922 Washington Naval Treaty significantly reduced the navies of the signatories; as a result, the ship was sold for scrap in November 1923.

⁶⁰ [https://en.wikipedia.org/wiki/USS_New_Hampshire_\(BB-25\)](https://en.wikipedia.org/wiki/USS_New_Hampshire_(BB-25))



Photo 52 - JUNE 1920: FORT GRANT HEADQUARTERS BUILDING AND BARRACKS FOR ENLISTED MEN.

PACIFIC DEFENSES.

In designating Panama Canal fortifications sites and military reservations the terms of reference used in early orders were relatively loose. On the Pacific side all that area which now comprises Fort Amador as well as the islands of Naos, Culebra, Perico, and Flamenco was referred to as Fort Grant. Consideration had been given to naming one of the artillery batteries in honor of Dr. Manuel Amador Guerrero, the first President of the Republic of Panama. Panamanians felt, however, that this was too insignificant an honor and it was subsequently decided to name the mainland portion of Fort Grant in honor of President Amador.

Although officially designated as Fort Amador by a War Department order, the entire area was commonly referred to as Fort Grant for a number of years. It was not until 1917, when the widow of President Amador protested the Army's failure to use the proper designation that the Commanding General, Panama Canal Department, issued orders directing that the proper name be used thence forward.

A first step was the changing of the name of the local military post office from Port Grant to Fort Amador. In 1919 an Executive Order, signed by President Woodrow Wilson, precisely described the limits of the areas of Forts Grant and Amador.

⁶¹ <https://si.maps.arcgis.com/apps/Cascade/index.html?appid=e65d5058a32a4b939965915b61aab678>



Photo 53 - JUNE 1920: USS CONNECTICUT, SOUTHBOUND, WEST SIDE, MIDDLE CHAMBER, GATUN.

USS CONNECTICUT (BB-18).

The fourth United States Navy ship to be named after the state of Connecticut, was the lead ship of her class of six battleships. Her keel was laid on 10 March 1903; launched on 29 September 1904, Connecticut was commissioned on 29 September 1906, as the most advanced ship in the US Navy.

Connecticut served as the flagship for the Jamestown Exposition in mid-1907, which commemorated the 300th anniversary of the founding of the Jamestown colony. She later sailed with the Great White Fleet on a circumnavigation of the Earth to showcase the US Navy's growing fleet of blue-water-capable ships. After completing her service with the Great White Fleet, Connecticut participated in several flag-waving exercises intended to protect American citizens abroad until she was pressed into service as a troop transport at the end of World War I to expedite the return of American Expeditionary Forces from France.

For the remainder of her career, Connecticut sailed to various places in both the Atlantic and Pacific while training newer recruits to the Navy. However, the provisions of the 1922 Washington Naval Treaty stipulated that many of the older battleships, Connecticut among them, would have to be disposed of, so she was decommissioned on 1 March 1923, and sold for scrap on 1 November 1923.

⁶² [https://en.wikipedia.org/wiki/USS_Connecticut_\(BB-18\)](https://en.wikipedia.org/wiki/USS_Connecticut_(BB-18))



Photo 54 - JUNE 1920: COROZAL HOSPITAL, EXHIBIT OF ARTICLES MADE BY THE PATIENTS.

The long-time Canal institution now called Corozal Hospital is a lot more than a hospital and its atmosphere is not very institutional. The medical, administrative, and institutional practice of Col. George E. Hesner, Superintendent, and his staff, leaves a lot of leeway for common-sense consideration for patients as personalities. He believes his doctors, nurses, attendants, and helpers do more work and do it better than any comparable group he knows of, but the efficiency seems painless to the staff, the patients, and the outsider looking on. Corozal Hospital houses a motley lot that falls into two main groups, the insane and the so-called "chronics." Chronics, Colonel Hesner explains, are homeless people who helped make the Canal possible. The insane are at Corozal because the court sends them there, according to the Superintendent...

It was planned as a refuge where indigents, crippled in Canal service, could live and, if they wanted to, work. Today's "chronics" are the counterpart of the cripples for whom the farm was founded. They are former Canal employees and dependents, taken from the outside where they are helpless and given at Corozal a place to live, good food, medical attention, and a more-than-institutional amount of human kindness. They come from former ranks of both U. S. and local-rate Canal forces and they suffer all manner of diseases and infirmities, blindness, deafness, lameness, heart conditions, arterial sclerosis, and just age. Panamanian insane were cared for at Corozal from 1915 to 1933 and 1934 when they were transferred to Retiro Matias Hernandez in Panama City. The large number of Spanish-speaking patients now at Corozal prompted the remark by a former Chief Health Officer after he made the rounds with Colonel Hesner, "George, these people would hair to be crazy to understand your Spanish."

⁶³ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, June 6, 1952.



Photo 55 - JUNE 1920: EXHIBITION DRILL BY THE CHILDREN IN FRONT OF THE SCHOOLHOUSE BALBOA.

SCHOOL SYSTEM.

During the past school year, October 1, 1920, to June 30, 1921, five elementary and two high schools for white American children and seven elementary schools for colored West Indian children were maintained. The school organization is comparable with a city school system in continental United States, with a superintendent and his assistants in charge and a principal at each school; the towns of the Canal Zone, although more scattered, being comparable with the sections of a city where schools are located. All elementary schools are graded and the high schools offer the usual courses. There are frequent pupil transfers to and from the States, and the high school graduates enter the various institutions of higher learning...

A unique problem in school administration and supervision exists here because the teachers come from so many different States and localities, bringing with them their various local views, standards, and methods of teaching; because the annual turnover in teaching force is large; and because of frequent transferring of pupils to and from the States.

The past year 42.8 per cent of the white teachers were new. The corps of white teachers represented 27 States and two foreign countries, and practically as many localities and different school systems as there were teachers. The length of service for teachers in the Canal Zone schools averaged about three years. The average length of time for pupils is about the same.



Photo 56 - JUNE 1920: USS KANSAS, SOUTHBOUND, PARAISO.

USS KANSAS (BB-21).

Was a US Connecticut-class pre-dreadnought battleship, the fourth of six ships in the class. She was the second ship of the United States Navy named in honor of Kansas. The ship was launched in August 1905 and commissioned into the fleet in April 1907. Kansas was armed with a main battery of four 12-inch (305 mm) guns and was capable of a top speed of 18 knots (33 km/h; 21 mph).

Shortly after she entered service, Kansas joined the Great White Fleet for its circumnavigation of the globe in 1908–1909. She made trips to Europe in 1910 and 1911 and after 1912, became involved in suppressing unrest in several Central American countries, including the United States occupation of Veracruz during the Mexican Revolution. After the United States entered World War I in April 1917, Kansas was employed as a training ship for new personnel. In September 1918, she began escorting convoys to Europe. After the war ended in November, she then began a series of trips to France to bring American soldiers home.

The ship's postwar career was short. She conducted training cruises for US Naval Academy cadets in 1920 and 1921, the first to the Pacific and the second to Europe. During this period she served briefly as the flagship of the 4th Battleship Division. After returning from the second cruise, Kansas was decommissioned and sold for scrap in August 1923 according to the terms of the Washington Naval Treaty.

⁶⁵ [https://en.wikipedia.org/wiki/USS_Kansas_\(BB-21\)](https://en.wikipedia.org/wiki/USS_Kansas_(BB-21))

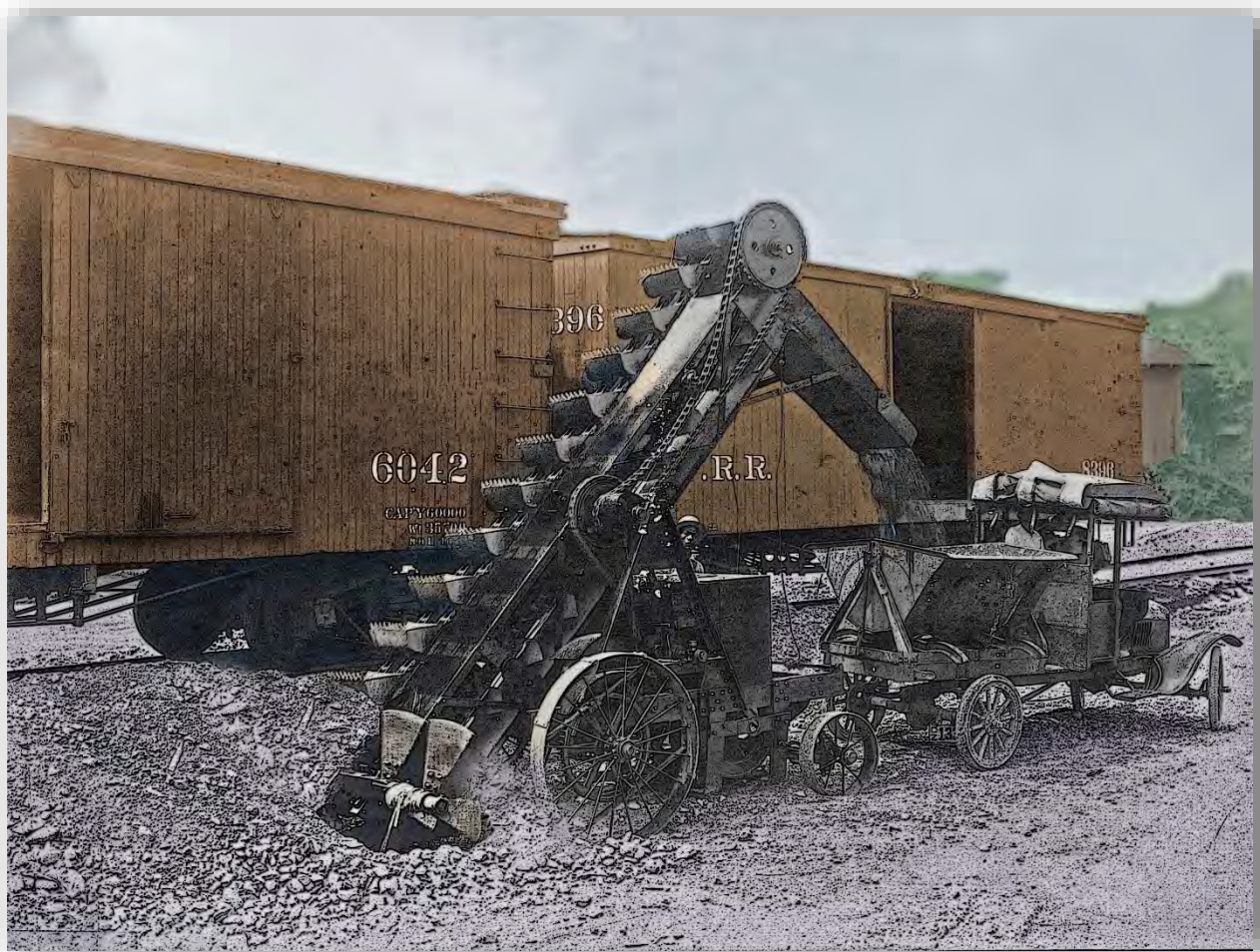


Photo 57 - JUNE 1920: WAGON LOADER LOADING SAND AND GRAVE ON SMALL TRUCK.

FORD MODEL TT.

The Ford Model TT is a truck made by Ford. It was based on the Ford Model T, but with a heavier frame and rear axle, giving it a rating of 1 short ton (0.91 t). When first produced in 1917, the Model TT was sold as a chassis with the buyer supplying a body. The price was \$600. Starting in 1924, the truck was available with a factory-produced body. By 1926 the price had dropped to \$325. In 1925, a hand-operated windshield wiper was added.

The rear axle of the TT had a worm drive and crown wheel, unlike the Model T's crown wheel and pinion. The worm was located at the end of the drive shaft and above the crown wheel. The wheelbase of the Model TT was 125 inches (3,175 mm), compared to 100 inches (2,540 mm) for the Model T. It was often equipped with an accessory gearbox, such as the Ruckstell or Jumbo gearboxes, which allowed the truck to have intermediate gears between low and high, useful for hill climbing.

The Model TT was very durable for the time, but slow when compared to other trucks. With standard gearing, a speed of not more than 15 mph (24 km/h) was recommended, and with special gearing, a speed of not more than 22 mph (35 km/h) was recommended. Standard worm gear ratio was 7.25:1, and special gearing gave a ratio of 5.17:1. Because of this, accessory catalogs offered items to help give the Model TT more power. It was replaced by the Ford Model AA truck in 1928.

⁶⁶ https://en.wikipedia.org/wiki/Ford_Model_TT



Photo 58 - JUNE 1920: BALBOA HEIGHTS AND QUARRY HEIGHTS FROM THE TOP OF ANCON HILL.

QUARTERS.

Applications on file for family quarters for gold employees on June 30, 1919, were 306, as compared with 618 on June 30, 1920. The quarters situation has been considerably congested, occasioned partly by the number of men returning from military service, all of whom were placed at the head of the list for assignment to first quarters available of the class to which they were entitled when they entered the service of the Army or Navy.

The number of applications on file for silver family quarters on June 30, 1920, were as follows:

D. Q. M., Balboa Heights.....	44
D. Q. M., Pedro Miguel.....	7
D. Q. M., Gatun.....	6
D. Q. M., Cristobal.....	690
Total.....	747

⁶⁷ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.



Photo 59 - JUNE 1920: USS MINNESOTA, SOUTHBOUND, LA PITA.

USS Minnesota (BB-22), the fifth of six Connecticut-class pre-dreadnought battleships, was the first ship of the United States Navy in honor of the 32nd state. She was laid down at the Newport News Shipbuilding Company of Newport News, Virginia in October 1903, launched in April 1905, and commissioned into the US fleet in March 1907, just four months after the revolutionary British battleship HMS Dreadnought entered service. Minnesota was armed with a main battery of four 12-inch (305 mm) guns and a secondary battery of twenty 7 and 8 in (178 and 203 mm) guns, unlike Dreadnought, which carried an all-big-gun armament that rendered ships like Minnesota obsolescent.

Shortly after she entered service, Minnesota joined the Great White Fleet for its circumnavigation of the globe in 1908–1909. The years from 1909 to 1912 were uneventful, but thereafter the ship began to become involved in conflicts in the Caribbean. She supported efforts to put down an insurrection in Cuba in 1912 and patrolled the coast of Mexico in 1913–1914 during the Mexican Revolution. In 1916, the ship was placed in reserve, though she quickly returned to service when the United States entered World War I in April 1917. During the war, she trained naval personnel; while cruising off the eastern coast of the United States in September 1918, she struck a naval mine laid by a German U-boat. The extensive damage required lengthy repairs that kept her out of service for the rest of the war. She helped to return American soldiers from Europe in 1919 before resuming her training ship duties in 1920–1921, before being decommissioned in December 1921 and broken up for scrap at the Philadelphia Navy Yard in 1924.

⁶⁸ [https://en.wikipedia.org/wiki/USS_Minnesota_\(BB-22\)](https://en.wikipedia.org/wiki/USS_Minnesota_(BB-22))



Photo 60 - JUNE 1920: MOUNT HOPE EXTERIOR, COLD STORAGE PLANT.

IN THE SUMMER OF 1905, Although President Theodore Roosevelt was telling everyone that he was going to "make the dirt fly," privately he was admitting that things on the Isthmus were in a "hell of a mess." John F. Wallace had just resigned as chief engineer and the President was seeking a successor. He chose John F. Stevens, a forthright leader who brought to the office a new vigor, courage and determination, which many believe saved the Canal project...

There was no refrigeration service on the Isthmus so he ordered cold storage equipment installed on Panama Railroad steamers, a cold storage plant built at Colon, and refrigerator cars procured for the railroad. Frozen products were brought from New York and deposited in cold storage at Colon and daily deliveries of perishable food and ice were made at towns across the Isthmus.

At first there were problems with delivery and Stevens once wrote to the commissary manager, "I cannot imagine why it should take so long to fill this order, and if this is the way the Chief Engineer's requests are to be handled, I cannot imagine what attention any requests from any of my subordinates would receive. I presume this can be remedied and those requisitions filled much more quickly than in this case; if not, I would like to be advised." On another occasion he wrote, "Referring to the supplies which were ordered Friday for my house, my attention was called to the condition in which one of the cans of ham was received, which was, to say the least, terrible. This morning it was not possible to get within 5 feet of it. I wish you would kindly see that such supplies are not sent to me as it only requires returning of same to the commissary. "

⁶⁹ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1921.



Photo 61 - JUNE 1920: USS SOUTH CAROLINA, SOUTHBOUND, CUCARACHA.

USS South Carolina (BB-26), the lead ship of her class of dreadnought battleships, was the fourth ship of the United States Navy to be named in honor of the eighth state. She was also the first American dreadnought; though she did not incorporate turbine propulsion like HMS Dreadnought, South Carolina's design included revolutionary aspects as well, primarily the super firing arrangement of her main battery. The ship was laid down in December 1906 and launched in July 1908 before being commissioned into the US Atlantic Fleet in March 1910.

South Carolina spent much of her career in the Atlantic and Caribbean patrolling the eastern coast of the United States. She made two trips to Europe in 1910 and 1911 and participated in a visit by a German cruiser squadron in 1912. In 1913–14, she frequently patrolled the coast of Mexico to protect American interests during the Mexican Revolution, and in April 1914 she took part in the United States occupation of Veracruz.

After the United States entered World War I in April 1917, South Carolina trained sailors for the rapidly expanding wartime navy, and in late 1918, she was assigned to convoy escort duty. An accident with her propellers in September kept her from active service for the remainder of the conflict. In 1919, she made four trips to bring American soldiers back from Europe. Midshipmen training cruises followed in 1920–21, but the Washington Naval Treaty of 1922 cut her career short. She was broken up for scrap as part of the arms limitation treaty, starting in mid-1924.

⁷⁰ [https://en.wikipedia.org/wiki/USS_South_Carolina_\(BB-26\)](https://en.wikipedia.org/wiki/USS_South_Carolina_(BB-26))



Photo 62 - JUNE 1920: MOUNT HOPE - GATUN ROAD, NEAR DIVERSION, LOOKING SOUTH.

Miscellaneous municipal construction work for the Canal, the railroad, the Army and Navy, and for individuals and companies, included the following principal items: Necessary surveys for new town site projects, including the layout and design for water, sewers, streets, and sidewalks; the maintenance of all roads, water-pumping stations, purification plants and pipe lines, and such municipal construction work as was required within the Canal Zone and cities of Panama and Colon. The principal items of new construction work included municipal engineering work for the new Army posts at Fort Clayton and Fort Davis; the development and placing in municipal order of the extension of the city of Colon, providing additional 99 building lots for residential purposes for individual residents of Colon and for Canal employees; the new town of Mount Hope for occupation by silver employees of the Panama Railroad at the docks and coaling stations; the construction of a concrete road with an asphalt wearing surface from the lumber shed in Balboa to Diablo Hill; the resurfacing and oiling of the Paraiso-Gamboa macadam road; street extensions for new buildings of the Army posts at Fort Sherman, with necessary water and sewer connections; the demolition of the Calidonia bridge over the Panama Railroad tracks in Panama and constructing a grade crossing to replace it; the repairing of roads in Fort Amador and Corozal; miscellaneous work for the United States Navy at Coco Solo, consisting of construction of sea wall, sanitary ditches, baseball park, concrete sidewalks, etc.; the development of block 54, Colon, as a warehouse site; construction of concrete road from the new cold-storage plant to the Margarita-Mount Hope Road; the extension of the concrete road to Pier No. 6; and a large amount of miscellaneous work for The Panama Canal, the Panama Railroad, and various business concerns of Panama and Colon.

⁷¹ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.



Photo 63 - JUNE 1920: SS CRISTOBAL, DOCK 14, CRISTOBAL.

SS CRISTOBAL: THE PANAMA CANAL'S STEALTHY PIONEER.

The much-heralded 1914 transit of the SS Ancon from the Atlantic to the Pacific by way of the brand new Panama Canal received worldwide press coverage and went down in history as an important first. But that ignores one little detail: The Ancon was the second ship (and, by some measures, the third). That's right—the first true, uninterrupted Panama Canal crossing was made on August 3, 1914, by another ship entirely: the S. S Cristobal.

Almost two weeks before the “official” crossing on the 15th, the Cristobal sailed from its namesake port city to Balboa on the Pacific coast, completing the journey in 12 hours. The sailing (not announced to the press) was a test run planned by Chief Engineer George Goethals to prove that the transit could easily be made—but without the pressure of knowing that the eyes of the world were on him.

It wasn't exactly a stealth passage: 200 guests made the trip and the ship's progress was logged meticulously for the Canal Record, a newspaper dedicated to the new route. Even so, it was obscured in history by the official first trip, a journey undertaken with confidence thanks to the success of the Cristobal crossing.

⁷² <https://www.gct.com/community/the-inside-scoop/the-buzz/ss-cristobal>



Photo 64 - JUNE 1920: FORT GRANT, OFFICERS QUARTERS.

FORT GRANT - THE FORTIFIED ISLANDS.

Fort Grant was, of course, named in honor of Ulysses S. Grant, Commander in Chief of the Union Armies in the Civil War and 18th President of the United States. The four islands which comprise the fort extend along the east side of the canal channel and constitute an ideal location for defensive fortifications. Being 12,000 to 14,000 yards south of Miraflores Locks, the islands were well placed to engage a hostile naval force before it could come within range of the Panama Canal vital installations.

On the summit of Flamenco Island, the most seaward of the group, was erected Battery WARREN, named in honor of Maj. Gen. Gouverneur K. Warren. Battery WARREN mounted two 14-inch rifles (Model 1910, M I) on disappearing carriages (DC Model 1907., M I). With a traverse of 170° and a range of approximately 24,000 yards, the two 14-inch guns commanded the entire area of seaward approach except for a small dead space behind Taboga Island.

Work was started to prepare the battery sites in early 1912 and the batteries were completed, with guns installed, by 1917. Cost of construction of the emplacements was \$566,241.52. As in the case of other batteries, Battery WARREN included space for ammunition storage, control and plotting rooms, and a communications system. During construction of Battery WARREN, an elevator was installed in a vertical shaft which was sunk 200 feet from the summit to connect with a horizontal tunnel which entered from the mortar batteries on the north side of the island.

⁷³ <https://si.maps.arcgis.com/apps/Cascade/index.html?appid=e65d5058a32a4b939965915b61aab678>



Photo 65 - JUNE 1920: SECTION OF MOUNT HOPE GATUN ROAD.

At the new silver town site at Mount Hope work was begun on the construction of thirty-nine 1 2-family frame quarters and ten 32-room frame bachelor quarters. At the end of the year the project was 54 per cent complete. A commissary building authorized for this community was under construction and was 75 per cent complete at the end of the year.

This division was placed in charge of the erection of a 100-foot lighthouse at the channel end of the east breakwater, Cristobal Harbor. Contract was awarded for the superstructure on October 8, 1919, at a price of \$6,500 delivered at Colon. The contractor's drawings were received on February 3, 1920, giving the dimensions of the base of the tower and sufficient data for computing the loads on the base. The foundation consists of 23 feet 7 inches square reinforced concrete deck design, supported by 12 steel pipe piles, 3 at each corner, driven to rock. After driving the piles were filled with concrete. The construction of the foundation was completed on June 22, and the erection of the superstructure will proceed upon the arrival of its component parts on the Isthmus.

From funds made available by congressional appropriation, work was begun on the construction of a 60-ton daily capacity garbage incinerator for the Cristobal-Colon district. On July 1 the building was practically complete. The equipment was installed and the work remaining to be done consisted of placing fire brick lining in the combustion chambers and breechings. The building is of reinforced concrete construction, with tile roof, two stories high, and 37 feet 3 inches by 101 feet 3 inches in horizontal dimensions. On the first floor are two 30-ton incinerating units with their accessories. The second floor is of reinforced concrete, designed to support a live load of 200 pounds per square foot, and will be used for the receiving and distribution of garbage for incineration.



Photo 66 - JUNE 1920: SS CEYLON MARU, SOUTHBOUND, EAST SIDE, PEDRO MIGUEL.

CEYLON MARU (+1944).

Nationality: Japanese

Purpose: transport

Type: cargo ship

Propulsion: steam

Date built: 1903

Tonnage: 4905 gross tonnage

Dimensions: 117.3 x 14.8 x 9.1 meters

Speed: 14 knots

On February 28th 1944, US submarine Grayback (SS-208) sinks the Japanese cargo ship Ceylon Maru in the East China Sea.

⁷⁵ <https://www.wrecksite.eu/wreck.aspx?137307>



Photo 67 - JUNE 1920: ANCON HOSPITAL GROUNDS, ROYAL PALMS ON GORGAS ROAD NEAR SECTION D.

ROYSTONEA REGIA.

Roystonea regia, commonly known as the Cuban royal palm or the Florida royal palm, is a species of palm that is native to Mexico, parts of Central America and the Caribbean, and southern Florida. A large and attractive palm, it has been planted throughout the tropics and subtropics as an ornamental tree. Although it is sometimes called *R. elata*, the conserved name *R. regia* is now the correct name for the species. The royal palm reaches heights from 50 to over 80 feet tall. Populations in Cuba and Florida were long seen as separate species, but are now considered to belong to a single species.

Best known as an ornamental, *R. regia* is also used as a source of thatch, construction timber, and in some forms of so-called traditional medicine, although there is currently no valid scientific evidence to support the efficacy or use of any palm species for medicinal purposes. The fruit is eaten by birds and bats (which disperse the seeds) and fed to livestock. Its flowers are visited by birds and bats, and it serves as a roosting site and food source for a variety of animals. *Roystonea regia* is the national tree of Cuba, and has a religious role both in Santería and Christianity, where it is used in Palm Sunday observances...

In cultivation, *Roystonea regia* is called the Cuban royal palm or simply the royal palm. In Cuba, the tree is called the palma real or palma criolla. In India, where it is widely cultivated, it is called vakka.

⁷⁶ https://en.wikipedia.org/wiki/Roystonea_regia



Photo 68 - JULY 1920: STREET IN REAR OF COMMISSIONED OFFICERS QUARTERS, FORT CLAYTON.

Fort Clayton was built on the Pacific side of the Panama Canal, on a site adjacent to the Miraflores Locks and near Miraflores Lake and the Pedro Miguel Locks. During canal construction the area that would become Fort Clayton originally served as a repository (dump) for some of the huge volumes of material excavated from the isthmus... By the end of 1920, the Office Engineer's Section had produced plans for a complete set of buildings at Forts Clayton and Davis, including officers' quarters, barracks, stables, waste incinerator, and headquarters building.

The Building Division had no large building projects underway for the canal at this time, so it could devote most of its attention to the construction of Forts Clayton and Davis. By 28 March 1919, plans and estimates were far enough along for the Governor of The Panama Canal to advise the chief of office that the canal "has organization and equipment to commence work within two weeks after location is approved and can carry out project by July 1, 1920."... By the end of August 1920, as promised in the revised work schedule, the first phase of construction was finally completed at a cost of about \$3.96 million. Due to a legal limitation on housing costs, however, construction of commander's quarters at Forts Clayton and Davis was deferred until 1922. Fort Clayton was officially declared available for occupancy on 16 September 1920... The 33rd Infantry took possession of Fort Clayton on 25 October 1920. In October 1920 the 33rd Infantry was combined with the 14th and 42nd Infantries to form a new brigade. Then, on 19 March 1921 this new infantry unit was designated the 19th Infantry Brigade, and on 3 July 1921 this brigade became part of the newly formed Panama Canal Division. The principal mission of the 19th Infantry Brigade was to protect the Miraflores and Pedro Miguel locks of the Panama Canal against hostile land forces.

⁷⁷ <https://usace.contentdm.oclc.org/digital/collection/p16021coll4/id/43/>



Photo 69 - JULY 1920: STREET AND ROAD CONSTRUCTION IN RESIDENTIAL AREA OF NEW CRISTOBAL.

"NEW" CRISTOBAL.

Meanwhile, in the old Panama Railroad area at the tip of Manzanillo Island things were humming. Before the American canal forces arrived, there had been two hospitals on the beach, the Railroad's 30-bed hospital for its employees and the larger French hospital which adjoined it. The railroad hospital dated back to the early railroad days, the French hospital to 1883. These two were combined as soon as the Americans began work on the canal. New buildings were put up and by November 1906, the hospital consisted of 40 frame buildings. Five of these stood on brick and concrete pillars on a coral reef which was covered by the sea except at low tide, and the rest were in a 35-acre plot with a sea frontage of about a quarter of a mile. The first school on Colon Beach was opened early in February 1908. Up to that time the only school available to the younger children of American employees of the Railroad had been the Cristobal School, a good distance away in that pre-motorized age.

In this section were four rows of quarters near Christ Church, which was built by the Panama Railroad in 1865; other quarters which had been made from a remodeled storehouse; and Garfield, McKinley, and Lincoln Houses which at the time sheltered both families and unmarried employees. Lincoln House is gone but the boarded-up shells of Garfield and McKinley Houses are still standing. The original Washington House, later the Washington Hotel, was the fourth of this residential group. It was both a lodging house and "eating house" for railroad employees long before 1904. It was replaced about 1913 by the present Hotel Washington.

⁷⁸ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, Oct 7, 1955.



Photo 70 - JULY 1920: PARADE IN STREET, TABOGA.

The Panaman [Panamanian] Chargé (Lefevre) to the Secretary of State (Washington, May 7, 1920). Excellency: Supplementing my note D-No. 208 of April 30th, last, relative to the proposed occupation of part of Taboga Island for the purpose of building fortifications for the better defence of the Panama Canal, I have the honor to lay before Your Excellency the substance of my Government's wishes in this delicate matter as follows: 1. Reduction to a minimum of the area to be occupied, as I said in my above-mentioned note of April 30th. My Government believes that 250 (two hundred and fifty) hectares would answer the purpose, and that to take more would force the Tabogans to emigrate and abandon their homes. 2. The land should be condemned only as it is needed for the work under way, and the condemnation should be with the assistance of the Panaman Government or through the Joint Commission created by the Canal Treaty. 3. The Tabogans should not be deprived of those things which a community must have for its immediate subsistence and hygiene; for instance, an attempt has been made to take their water supply, and occupy the cemetery where the remains of their forefathers lie. I take the liberty of most respectfully calling Your Excellency's attention, in connection with point 3 of this note, to the advisability of having the military authorities solve the question of drinking water by artesian or deep wells, for the boring of which there is available machinery in the Isthmus. No heavy outlay would thereby be entailed upon the United States Government, while the cutting off of drinking water would work untold injury upon the Tabogans. I avail myself of this opportunity to renew to Your Excellency my earnest offer to cooperate with the State Department in having all that relates to the subject under consideration settled in a manner satisfactory to both parties in the most friendly cooperation... J. E. Lefevre.

⁷⁹ <https://history.state.gov/historicaldocuments/frus1920v03/d373>



Photo 71 - JULY 1920: STREET AND ROAD CONSTRUCTION IN RESIDENTIAL AREA OF NEW CRISTOBAL.

NORTHERN DISTRICT.

Under municipal work chargeable to allotments made for Canal construction work, the sum of \$127,461 was spent on the following projects: Construction of the water and sewer lines for ten 12-family silver quarters at Mount Hope; the construction of sidewalks in the vicinity of Cristobal corral; grading, rolling, and installation of sewer and water lines and construction of sidewalks in the Gatun district; the laying out, grading, installing of water, sanitary and storm sewer lines, grading for and construction of concrete streets and sidewalks for the New Cristobal townsite.

The laying out and putting in of necessary municipal work for the extension of the new townsite for Canal employees involved the following work:

- Excavation for fill of 156,719 cubic yards.
- Laying of 22,400 square yards of concrete for streets.
- Installation of 17 catch basins.
- Placing of 1,034 square yards of concrete in slabs for gutters.
- Construction of 16,074 linear feet of curb and gutters.
- Placing of 6,188 square yards of sidewalks.
- Digging of 200 linear feet of ditch for drainage purposes.
- 9,200 square yards of finished grading.
- Grading and rolling 37,204 square yards of the townsite.
- Construction of 29 manholes and laying of 6,214 linear feet of vitrified pipe.
- 8,198 linear feet of cast-iron pipe for water lines laid, 12-inch, 10-inch, 8-inch, 6-inch, and 4-inch, in addition to necessary storm sewers laid for draining town-site areas.



Photo 72 - JULY 1920: TRANSMISSION SYSTEM SUBSTATION GATUN.

ELECTRICAL DIVISION.

This division is charged with the maintenance and operation of the electric generating stations, substations, transmission lines, and power distributing systems; maintenance of the lighting systems of the Canal Zone; maintenance of telephones and telegraphs, fire alarm and railway signal systems, and railway interlocking plant, and installation and maintenance of all new electrical equipment required by the Canal, the railroad, the Army and Navy posts, and such commercial vessels as require electrical work while transiting the Canal...

The total expenditures of the division for the year were \$1,700,000, of which 46 per cent was for work and current for other departments of the Canal, 24 per cent for work and power for the railroad, 10 per cent for work performed for outside interests, 9 per cent for improvements in the power system, and 6 per cent for exterior electrical work at the new Army posts at Fort Clayton and Fort Davis; 1-V per cent for work for other departments of the Government, and the balance of 3[^] per cent covers stock of materials, equipment purchased, and work in progress awaiting completion and rendering of bills...

At Gatun substation a new 300 KVA 60,000-volt testing transformer was installed for applying high potential tests to the transmission line. A 30-ton motor-operated chain hoist was installed preparatory to the handling and installing of an 8,400 KVA 44,000-6,600-volt transformer on requisition for this substation.

⁸¹ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.



Photo 73 - ANCON HOSPITAL VIEW FROM SECTION C LOOKING TOWARD ADMINISTRATION BUILDING.

DIVISION OF HOSPITALS.

Ancon Hospital. At the surgical clinic there were performed 1,944 major operations; 3,134 cases visited the out-patient department; 314 obstetrical cases were delivered. In the medical clinic 2,611 cases were treated in the out-patient department. In the eye and ear clinic 7,443 cases were examined in the out-patient department. A total of 2,606 prescriptions were written, 967 refractions were made, and 976 operations performed.

In the X-ray clinic a total of 3,333 cases were handled; 7,197 plates and 1,708 dental films were taken. In the steward's department there were 164,218 rations issued to Ancon hospital patients and 92,790 rations to hospital employees, making a total of 257,008 rations issued.

A total of 10,393 patients were admitted. At the board of health laboratory the work included examinations of milk, beverages, drugs, canned foods, and miscellaneous supplies, as well as clinical examinations requiring quantitative determination. The entomological department of this laboratory covered the study of insects infesting food and stored products," household insects. Vegetables and truck crop insects, and the more important pests of tropical fruit trees.

At the request of the United States Department of Agriculture the laboratory facilities were made available to an entomological inspector of the Federal Horticultural board, who was assisted by the chief of laboratory. The principal object in view was to ascertain what dangerous pests occur in the Canal Zone which might, on account of the concentration of traffic and commerce from all parts of the world, be potential menaces to the continental United States.



Photo 74 - JULY 1920: NEW CRISTOBAL RESIDENTIAL AREA UNDER CONSTRUCTION.

Not far away, about where the present elementary school stands, was the four-story, brick Mechanics' Building, a swank apartment house of its day. Mrs. Ida May Cotton, a real old-timer, remembers living there when she was about 12 years old. The Mechanics' Building was torn down in the 1930's. Two major changes came to Cristobal about the time the Canal was opened to traffic. Work began in earnest on the great piers which today protrude like out- spread fingers into Limon Bay. This meant, among other things, that shipping section into Cristobal proper. The other major change was the construction of Fort De Lesseps, a Coast Artillery post, on the shoreline of Manzanillo Island between the freight house and the Hotel Washington. This meant the loss of what had been a residential area and led to a revision of the entire Atlantic side town planning. Cristobal itself was set aside primarily for a commercial section - the center of civil administration for the Atlantic side and headquarters for shipping agencies, banks, freight handlers and the multiple activities of a busy port. The location of a residential section was not so easy to decide. The Canal administration finally ruled against a town site at Mount Hope and decided to expand the first Manzanillo Island settlement - the Panama Railroad section along Colon Beach. This meant a great fill, to build up the swampy heart of the island, and eventually the new fill stretched from Melendez to Roosevelt Avenues and from 3d to 9th Streets. Along the waterfront the old radio station and quarantine station disappeared, new hospital buildings were constructed, an elementary school (1918) and a new high school (1933) appeared. Quartets were built gradually from 1917 through 1938. Today the population trend is away from Manzanillo Island and toward Margarita and many of the New Cristobal houses are vacant. Under the terms of the new Treaty, the United States agrees to seek legislation for transfer of these lands to Panama.

⁸³ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, Oct. 7, 1955.



Photo 75 - 1920: FORT GAILLARD (CULEBRA), LOOKING NORTH NORTHWEST FROM ZION.

29TH INFANTRY AT CAMP GAILLARD ON THE WEST BANK OF THE CULEBRA CUT.

The 29th Infantry arrived from garrison duties in upstate New York. In Panama the 29th Infantry was one of the military units responsible for guarding the Panama Canal during World War I. The 29th Infantry participated in a number of jungle exercises, and also guarded German prisoners of war.

From Panama the 29th Infantry went to Louisiana and prepared to deploy to Europe to fight in World War I. However, by the time the 29th Infantry was ready to depart, the Armistice of 1918 had been signed and the war was over. The 29th Infantry was then stationed in Mississippi and did not return to Panama.

Camp Gaillard was originally Camp Elliott where the United States Marines were based until 1914. Camp Elliott was renamed Camp Gaillard in honor of Army Colonel David Du Bose Gaillard, who as chief of the Central Division during canal construction was responsible for digging out the Culebra Cut. In 1913 Colonel Gaillard took ill and died shortly afterwards from a brain tumor.

In October 1927, following the completion of the permanent military installations at the terminals of the canal, Camp Gaillard was inactivated. The remaining buildings were either moved or demolished, and the land was part of the area converted to an artillery practice range, called Empire Range.

⁸⁴ <http://www.coins-of-panama.com/military/mt30-10.html>



Photo 76 - SEPTEMBER 1920: BACHELOR QUARTERS FOR SILVER EMPLOYEES, MOUNT HOPE ROAD.

BUILDING CONSTRUCTION.

The following statement represents the degree of completion, September 30, of the more important construction work by the Building Division:

	Per cent completed.
Colon stables:	
East half.....	100
West half—	
Six stables.....	100
Five wagon sheds.....	100
One feed room.....	75
One shop building.....	98
Silver townsite, Mount Hope:	
Commissary.....	95
Nineteen 12-family married quarters.....	100
Six 12-family married quarters.....	99
Two 12-family married quarters.....	97
Eight 12-family married quarters.....	95
Four 12-family married quarters.....	90
Two 32-room bachelor quarters.....	10
Two 32-room bachelor quarters.....	20
Two 32-room bachelor quarters.....	90
Two 32-room bachelor quarters.....	80

⁸⁵ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., November 3, 1920.



Photo 77 - SEPTEMBER 1920: ANCON HOSPITAL-EXTERIOR, ADMINISTRATION BUILDING, SECTIONS A AND B, LOOKING SOUTHWEST.

BALBOA HEIGHTS, C. Z., JULY 14, 1920. IN MEMORY OF WILLIAM CRAWFORD GORGAS.

Following the death of Major General Gorgas in London on July 4, numerous memorial tributes were paid on the Isthmus, where he was Chief Sanitary Officer during the construction period of the Canal. On July 8 the Governor issued the following circular, naming in his honor the road through Ancon Hospital, one of his principal interests during his life on the Isthmus. The circular of March 31, 1920, giving names to streets and roads in Ancon, Balboa Heights, and Balboa, is amended as follows:

The road leading from Ancon post office through the grounds of Ancon Hospital to the top of the hill at the women's bachelor quarters, and known as "Hospital Road," is designated "Gorgas Road" in honor of the late General William C. Gorgas, U. S. A., former member of the Isthmian Canal Commission, and in commemoration of the many distinguished services rendered by him.

W. C. Gorgas was born in Mobile, Ala., October 3, 1854, and entered the medical service of the United States Army on June 16, 1880. He was chief sanitary officer in Habana from 1898 to 1902, and on June 2, 1904, was employed by the Isthmian Canal Commission, arriving on the Isthmus on June 28 as chief sanitary officer, serving in this capacity until April 6, 1914, when he was relieved from duty on the Isthmus and appointed Surgeon General of the Army. He became a member of the Isthmian Canal Commission on March 4, 1907, remaining a member until the Commission was succeeded by The Panama Canal, April 1, 1914.

⁸⁶ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., July 14, 1920.



Photo 78 - SEPTEMBER 1920: COLON, PIER 3.

Tariff Supplement.

The Panama Canal has issued supplement No. 2 to Tariff No. 4, as follows:

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,
BALBOA HEIGHTS, C. Z., September 1, 1920.

The following amendments are made to Tariff No. 4, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal:

ITEM 4—HANDLING LINES.

Effective October 1, 1920.

5. The following charges will be made for handling lines by boat, when necessary, and on piers for vessels arriving or departing from berths:
- | | |
|---|--------|
| Vessels not exceeding 100 feet in length over all..... | \$2.00 |
| Vessels not exceeding 200 feet in length over all | 5.00 |
| Vessels over 200 feet in length over all..... | 10.00 |

ITEM 5—TUGS AND SUPPLY BOATS.

Effective October 1, 1920.

9. Lighthouse tender, steamship *Favorite*:
- | | |
|---|------------|
| For salvage work, per day or fraction thereof..... | \$1,500.00 |
| For other than salvage work, per day or fraction thereof..... | 1,000.00 |

ITEM 7—LIGHTERS.

Effective October 1, 1920.

1. For class "A" lighters, having a capacity of 28,000 cubic feet and over:
- | | |
|---|---------|
| First day or fraction thereof..... | \$40.00 |
| Each succeeding half day or fraction thereof..... | 15.00 |



Photo 79 - SEPTEMBER 1920: H.M.S. RENOWN, LIMON BAY.

HMS Renown was the lead ship of her class of battlecruisers of the Royal Navy built during the First World War. She was originally laid down as an improved version of the Revenge-class battleships. Her construction was suspended on the outbreak of war on the grounds she would not be ready in a timely manner. Admiral Lord Fisher, upon becoming First Sea Lord, gained approval to restart her construction as a battlecruiser that could be built and enter service quickly. The Director of Naval Construction (DNC), Eustace Tennyson-D'Eyncourt, quickly produced an entirely new design to meet Admiral Lord Fisher's requirements and the builders agreed to deliver the ships in 15 months. They did not quite meet that ambitious goal, but the ship was delivered a few months after the Battle of Jutland in 1916. Renown, and her sister HMS Repulse, were the world's fastest capital ships upon completion.

Renown did not see combat during the war and was reconstructed twice between the wars; the 1920s reconstruction increased her armour protection and made other more minor improvements, while the 1930s reconstruction was much more thorough. The ship frequently conveyed royalty on their foreign tours and served as flagship of the Battlecruiser Squadron when Hood was refitting.

During the Second World War, Renown was involved in the search for the Admiral Graf Spee in 1939, participated in the Norwegian Campaign of April-June 1940 and the search for the German battleship Bismarck in 1941... The ship returned to the Home Fleet in early 1945 and was refitted before being placed in reserve after the end of the war. Renown was sold for scrap in 1948.

⁸⁸ [https://en.wikipedia.org/wiki/HMS_Renown_\(1916\)](https://en.wikipedia.org/wiki/HMS_Renown_(1916))



Photo 80 - SEPTEMBER 1920: ANCON HOSPITAL. ENTRANCE TO SECTION A AND B.

REPORT OF CHIEF HEALTH OFFICER.

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TABLE IX. -AVERAGE NUMBER OF EMPLOYEES CONSTANTLY SICK IN HOSPITALS AND QUARTERS.

	White.	Colored.	Total.
HOSPITALS.			
Ancon Hospital.....	37.51	179.45	216.96
Colon Hospital.....	4.35	12.89	17.24
Total.....	41.86	192.34	234.20
QUARTERS.			
Ancon.....	12.50	14.70	27.20
Balboa.....	14.13	.27	14.40
Pedro Miguel.....	1.63	1.43	3.06
Gatun.....	1.60	1.15	2.75
Cristobal.....	8.82	32.02	40.84
Total.....	38.68	49.57	88.25

⁸⁹ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.



Photo 81 - SEPTEMBER 1920: [PEDRO MIGUEL TOWN] FROM CERRO LUISA, LOOKING EAST.

In June 1912, a committee appointed to choose sites for permanent town sites recommended that the operating force of the Pacific Locks should be housed in one settlement, and chose a location on the east side of Pedro Miguel Locks. As it was then planned, the town was to house 62 American and 162 alien workers and their families.

Eventually, but only after considerable heated correspondence between the landscape architect and town site engineers, a new Pedro Miguel began to take form. The commissary, police station, and clubhouse were transferred from Gorgona; the center of population shifted from the west side of the railroad to the east. An old barracks building was converted to quarters for "lady bachelors," because, the Pedro Miguel quartermaster said, "it appears that there will always be at least seven or eight lady bachelors in Pedro Miguel."

The big house formerly occupied by W. G. Comber, Superintendent of Dredging at Paraiso, was moved to a site uphill from the clubhouse. Its most recent occupant was Truman Hoenke, Pacific Locks Superintendent. Previous occupants were the Roy Stockhams, J. C. Myricks, and John G. Claybourns. New quarters were built along the newly-made streets; nine houses were moved to Pedro Miguel from Las Cascadas. A restaurant was opened in the building which now houses the post office, clubhouse luncheonette, and barber shop. Some year's later a dozen cottages and four two-family houses were brought from Gaillard and Empire and rebuilt in the swampy area near the lake; it is known to all old Pedro Miguelites as Frog Alley.

⁹⁰ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, Feb 5, 1954.



Photo 82 - SEPTEMBER 1920: THE PRADO FROM ADMINISTRATION BUILDING, BALBOA.

The El Prado is a long straight wide avenue bordered with royal palms, requested by Goethals. The grassy area of the Prado was designed to be the exact size of one set of locks of the Panama Canal: 110' x 1000'. The Prado features central parking and double road lanes on each side, stretching from the Administration Building on Ancon Hill across to the Balboa Plaza or Clubhouse Square below and at the foot of Sosa Hill.

The El Prado and Balboa infrastructure featured the latest in modern municipal installations including the latest engineering in water mains, house connections, standpipes, and fire hydrants. Roadways were planned to radiate away from this centrally landscaped area into the business districts, Panama City, up into the residential hills in one direction and down to the waterfront and docks in the other.

Goethals advocated for a swift and efficient building of the El Prado area as its completion was integral to the identity projected at the Canal's Pacific terminus. Once structural engineers approved the security of the filled earth foundations, the construction of the steel-frame, concrete buildings and macadam roadbeds began.

Civic buildings and residences were sited to take advantage of prevailing winds and natural light. Reinforced concrete storm sewers ran throughout the area, emptying into the sea, providing the absolutely required perpetual drainage.

⁹¹ Crouch, Edith, *Architecture of the Panama Canal Zone*, Atglen, Pennsylvania, 2014.



Photo 83 - SEPTEMBER 1920: PANAMA RAILROAD TRACKS CROSSING CENTRAL AVENUE.

ITEM 34—PANAMA RAILROAD PASSENGER TARIFF.

Effective October 1, 1920.

First class fares, per mile.....	\$0.05
Second class fares, per mile.....	.02½
Children, between 5 and 12 years, 1st class.....	Same as second class rate
Children, between 5 and 12 years, 2d class.....	Half second class fare
Children under 5 years, when accompanied.....	Free
Minimum fare.....	.10
Cash fares, on train, additional.....	.10
Mileage books (1,000 miles).....	40.00
Mileage books (500 miles).....	20.00
Parlor and chair car seats.....	.50

BAGGAGE ALLOWANCE.

First class ticket.....lbs..	150
Second class ticket.....lbs..	75
Excess baggage, per pound.....	\$0.02

SPECIAL SUNDAY AND HOLIDAY RATES.

First class, round trip.....	\$3.00
Second class, round trip.....	2.00

CHESTER HARDING,
Governor, The Panama Canal.
President, Panama Railroad Company.

⁹² THE PANAMA CANAL RECORD, Balboa Heights, C. Z., September 22, 1920.



Photo 84 - SEPTEMBER 1920: ANCON HOSPITAL ADMINISTRATION BUILDING SECTIONS A AND B.

Automobiles Licensed in Panama and the Canal Zone.

The total number of automobiles licensed to operate in the Canal Zone at present is 1,671. Of these, 604 are owned in the Republic of Panama and 1,067 in the Canal Zone. Percentages of ownership are 64 in the Canal Zone and 36 in Panama. Of the 1,067 owned in the Canal Zone, 598 belong to the Government, including the Army and the Navy, and 469 to individuals. The latter figure includes 416 personal and 53 commercial cars. Of the automobiles owned in Panama, 132 are personal cars, 453 commercial, and 19 official.

A statement issued by the Bureau of Foreign and Domestic Commerce of the Department of Commerce, covering importations of automobiles into Central America during the 7 fiscal years ending with that of 1919 shows 1,194 imported into Panama, including the Canal Zone, and 1,193 into all other Central American countries in the same time, distributed as follows: Costa Rica, 366; Guatemala, 186; Honduras, 166; British Honduras, 25; Nicaragua, 133; and Salvador, 317.

⁹³ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., August 11, 1920.



Photo 85 - 1920: RED TANK QUARTERS FOR SILVER EMPLOYEES.

PEDRO MIGUEL TANK.

Red Tank's beginnings are hazy. A 1904 timetable for the Panama Railroad shows a stop called Pedro Miguel Tank, five tenths of a mile south of Pedro Miguel proper. The same timetable, which lists the tank as a stop for all trains, indicates that it had a siding for 24 cars.

Old timers, like William Jump, recall that there was a big water tank, painted with red lead, on a hill behind what later became the town. From this undoubtedly came the name of Red Tank which is mentioned in a 1908 file in a letter recommending the demolition of three old "buildings at Red Tank ... they are all in very bad shape."

The name of Red Tank does not appear again in official files until November, 1915, six months after a three-man committee was appointed to investigate and report on the number of quarters which would be needed for local-rate employees near Pedro Miguel and Miraflores. The committee recommended the construction of 80 apartments, to cost \$56,000, and to "be located in the vicinity of the tunnel dump."

⁹⁴ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, Dec. 4, 1953.



Photo 86 - OCTOBER 1920: LIEUTENANT AUSTIN IN DE HAVILLAND PLANE.

Aeroplane Flight to Washington: First Lieut. Charles B. Austin left France Field, near Cristobal, at 6.26 a. m., October 6, in an attempt to accomplish the first flight by aeroplane from the Isthmus to Washington. His machine is a remodeled De Haviland 4, the front seat of which was removed to provide additional space for gasoline. He is carrying 220 gallons of gasoline and 15 pounds of mail. His first stop is to be Kingston, Jamaica, and from there his route will be to Habana, Cuba, thence to Miami, Florida, and thence to Bolling Field, Washington, with possibly a stop somewhere in the Carolinas. He is making the flight alone, but was accompanied 75 miles out to sea by 2 other planes, which then returned to France Field. The first 60 miles of the trip was made in just 40 minutes. The weather was clear and prospects are very good for a successful flight.

Result of Aeroplane Flights: All 3 of the aeroplanes that started from Cristobal in the morning of October 6 to fly to Kingston, one with the intention of continuing to Washington, were forced by a severe storm over the Caribbean south of Jamaica to return to the Isthmus. The 2 naval planes, equipped with radio, were warned of the storm from Cristobal and returned after getting out about 200 miles. The Army plane, piloted by Lieutenant Austin, with Washington as his final destination, was not equipped with radio and ran into the storm when about 400 miles out. The pilot attempted to drive through it, but trouble with his propeller compelled him to give it up, and he struck back for Cristobal, arriving there at approximately 4.20 p. m. He had been flying continuously for 10 hours and 25 minutes, and had traveled about 900 miles. While the flights were unsuccessful in reaching the goal, they are considered successful in experiment.

⁹⁵ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., October 6 & 13, 1920.



Photo 87 - OCTOBER 1920: ANCON HOSPITAL SECTIONS A AND B LOOKING TOWARD THE ENTRANCE.

Once the canal was completed, plans were made to revise the health system because the working force would be reduced accordingly. Furthermore, the original hospital buildings were now 30 years old and some of them were beyond repair. After much deliberation, it was decided that an 800-bed hospital would be built at the same site as Ancon Hospital to meet the needs of canal employees. In April 1915, Congress appropriated funds for the construction of the new hospital. This was completed by April 1919 at a cost of about \$2 million. Ancon Hospital became the largest hospital in the western hemisphere south of the United States. It was also the only hospital in this area that could handle any type of medical and surgical cases. The medical staff in 1913 consisted of 33 physicians and 81 nurses. The hospital service had become so popular, and had acquired such a reputation for the skillful service and good care that could be obtained there, that a large number of people came to seek its benefits from various Spanish American countries. Dr. John W. Ross, U.S. Navy, impressed upon everyone with whom he came in contact that the hospital department was organized primarily for the care of the sick and that the comfort and happiness of the sick must always have the first consideration. According to Gorgas, the sanitation department retained this principle as its most marked characteristic during the whole period of its existence." On March 24, 1928, Congress passed a joint resolution renaming Ancon Hospital as Gorgas Hospital "as a fitting perpetuation of the name and memory of... William Crawford Gorgas." This institution, which spanned three eras under three different names (L'Hopital Central du Panama under the French; Ancon Hospital during the construction of the canal; and Gorgas Hospital thereafter), should also be remembered as a place where the spirit of medical service and research flourished for the benefit of human kind against tropical diseases.

⁹⁶ <https://academic.oup.com/milmed/article/164/10/725/4832049>



Photo 88 - 1920: BALBOA, CANAL ZONE.

Balboa, Pacific terminal town for the Panama Canal, could have been very different than it is today.

If the original Canal plans had been followed, there would be a lock about where the Balboa Terminal Building now stands and a great dam would link Sosa and Corozal hills; a man-made lake would cover what is now Balboa.

If town planners had had their way about 1913, the Balboa Commissary, Post Office, and Service Center would be connected by arcades which, in view of some November rainfalls, might not be a bad idea.

If studies made during the 1920's and 1930's had been carried out, the bulk of Balboa's housing would be located where La Boca today is fast disappearing.


And, if suggestions of a 1950 report had been adopted, Balboa today would be ringed by Morgan Avenue, which would start from the sea end of the Gavilan area, overpass Balboa Road, underpass the Administration Building's long front steps, Roosevelt Avenue, and the railroad tracks, and join eventually with Gaillard Highway.

But none of the "ifs" did happen. Today Balboa, second largest Canal town, is a sprawling assortment of houses, office buildings, schools, shops, churches, lodges, business establishments, and docks scattered over the flats, up and down hillsides and along the waterfront.

⁹⁷ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, July 1, 1955.




Photo 89 - NOVEMBER 1920: THE PRADO, BALBOA. LOOKING TOWARDS ADMINISTRATION BUILDING FROM SOSA HILL.



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Volume XIV. Balboa Heights, C. Z., November 24, 1920. No. 15.

Visit of Senator Harding and Party.

Senator Warren G. Harding, President-elect of the United States, arrived at Cristobal in the morning of November 23 from New Orleans accompanied by Mrs. Harding and a party of about 45. The party was met on the arrival of the vessel by Governor Harding of the Canal, accompanied by various officials of the Isthmus, and by a large throng of Canal employees and residents of Colon. The visitors have taken rooms at the Hotel Washington. On November 24 they are to take a trip over Gatun Locks and Dam, thence through the Canal to Pedro Miguel on a subchaser, and to Balboa on a special train. A public reception will be held at the Administration Building at Balboa Heights on Wednesday evening.

⁹⁸ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., November 24, 1920.



Photo 90 - 1920: RED TANK, TITANIC 48-FAMILY QUARTERS.

Census for 1916 - 242: The first Red Tank quarters were completed that same year. The first occupants were 42 families and 42 bachelors, all the men employees at Pedro Miguel Locks. The first census report for Red Tank showed 242 residents in June, 1916. In 1917 more quarters were built and 83 families and 40 bachelors were moved into Red Tank from Rio Grande. Later that same year Wards 7, 8, 9, and 10 from Ancon - now Gorgas - Hospital were re-erected at Red Tank as Building 536. This huge structure, housing 48 families, immediately and unofficially was christened the Titanic. The smaller building next door, which had also been an old Ancon Hospital ward, quite logically was known as the Iceberg. Both buildings had been built at the hospital in 1907. They were torn down in 1951. By 1919 Red Tank's population had grown to 1,302 and six years later had increased to 1,672...

War Boom: Like all Canal towns, Red Tank mushroomed during the hectic days just before and in the early part of World War II. Barracks were put up for local-rate bachelors, the clubhouse enlarged. The clubhouse, which had been built in 1919, was completely destroyed by a fire on February 23, 1945. The fire was caused by a break in the fuel supply line of a pressing machine in a tailor shop in the clubhouse basement. One woman, an employee in the shop, was badly burned. The heat from the burning one-story building was so intense that a wooden retaining wall across the street and along the railroad tracks was set afire and grass began to blaze beside the tracks. After the fire, clubhouse facilities were provided in an old school building. A dispensary, Red Tank's first, was opened in June, 1946, but closed three years later when the town's population had begun to drop. Deserted today, Red Tank had had 1,075 inhabitants when this year's police census was taken in June. Over half of these were children.

⁹⁹ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, Dec. 4, 1953.

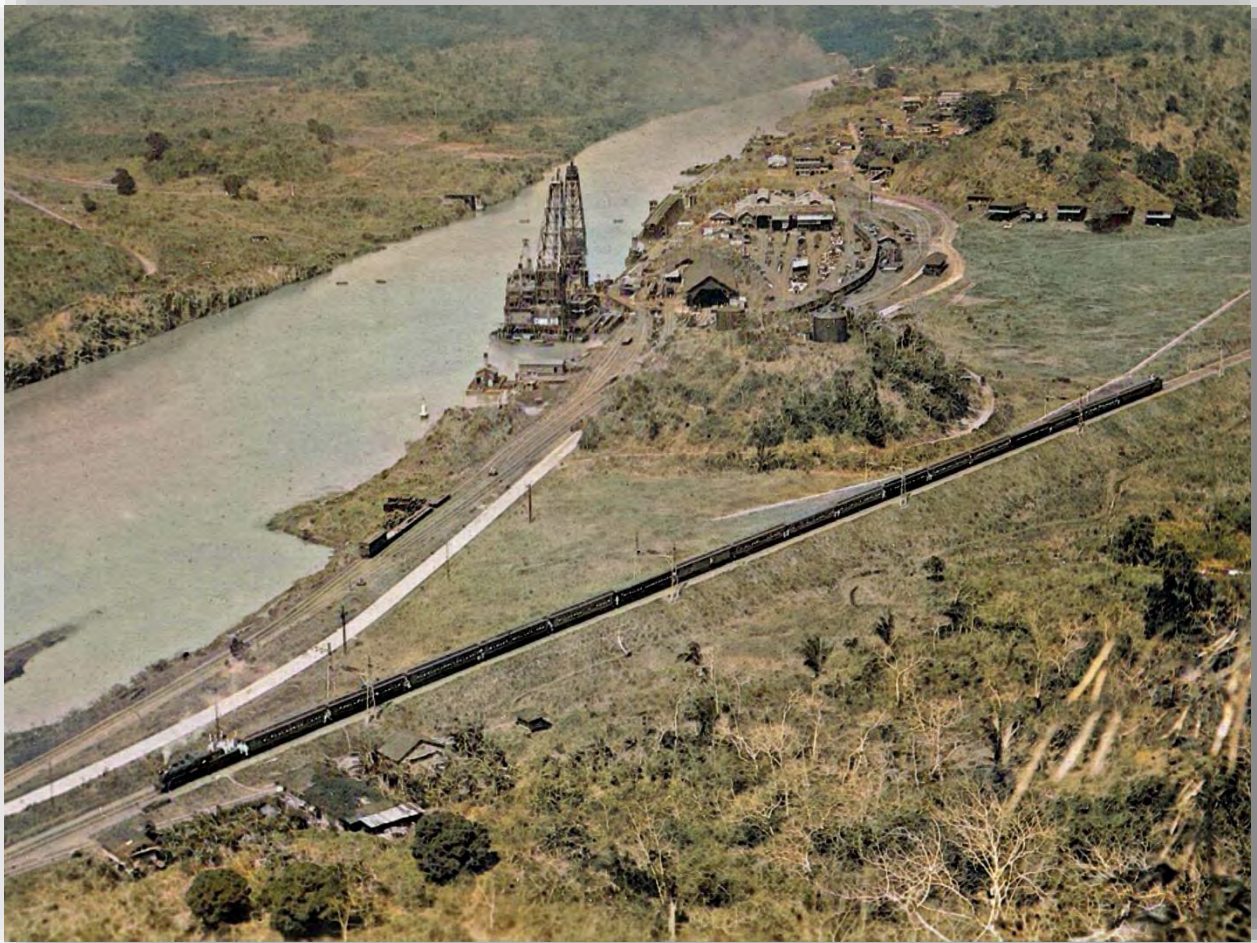


Photo 91 - CIRCA 1920: DREDGING DIVISION AT PARAISO FROM CERRO LUISA.

This week we have a valuable capture in time. As usual, I found this photo organizing digital files. This one really jumped out at me as there are many interesting things in this photo. I would date this photo as being early 1920s as there is still construction day remnants still in place. The swing pontoon bridge is still in place on both the East and West Banks. The Paraiso railroad shops are still in place. There is still earth to be removed on the East Bank in the lower left of the photo. What is interesting with this remaining earth is the remnant of a dirt train ramp coming up from the cut (partially submerged) to join the actual railroad line in Pedro Miguel. There are many other structures and homes from the construction era that will be removed and room made for a new Paraiso.

Dredging Division headquarters is located at Paraiso as it was closer to the cut for quick response to slides. It appears that all the dredges are out working as they are not tied up to the shore like the big cranes are. The curious thing that caught my eye about the big cranes (Hercules & Ajax) is another large piece of equipment that looks like the Hercules or Ajax, but without a boom. I am not sure what this large mystery floating equipment is and will have to do further research.

The other interesting thing in this photo is the rather long train which appears to have stopped. If you notice, there is a lot of white in the windows and departing the first car behind the locomotive. This is a sailor "Gobs" tourist train that was common back in the construction days and shortly after. The train would bring them to the locks and let them out to see the new Canal. I have other photos showing these trains here at the CZ Images site.



Photo 92 - CIRCA 1920: PACIFIC ENTRANCE AND FORT AMADOR.

NAMED IN 1909.

The settlement on the Pacific end of the Canal was not called Balboa until 1909. The name was suggested by the Peruvian Minister to Panama who advanced the idea that the southern terminal should honor the discoverer of the Pacific, just as the northern terminal honored the discoverer of the new world.

Up to that time, the two Pacific side settlements in the Canal Zone - one extending from the old Panama Railroad Pier near what is now Pier 6 to the present Balboa docks area and the other a group of quarters and service buildings in the general area of today's Morgan Avenue - Pyle Street section - were known as Old La Boca and New, or East, La Boca respectively. After 1909 they became Old Balboa and East Balboa.

Old Balboa included a native town, which had once been known as Cartagenita, the marine shops and docks, a base for dredges working in the harbor, a few offices, and a restaurant with bachelor quarters on the upper floors.

A few of the buildings dated back to the French days, as did the steel pier which was the Pacific terminus, a spur of the Panama Railroad

¹⁰¹ THE PANAMA CANAL REVIEW, Panama Canal Company, Balboa Heights, July 1, 1955.

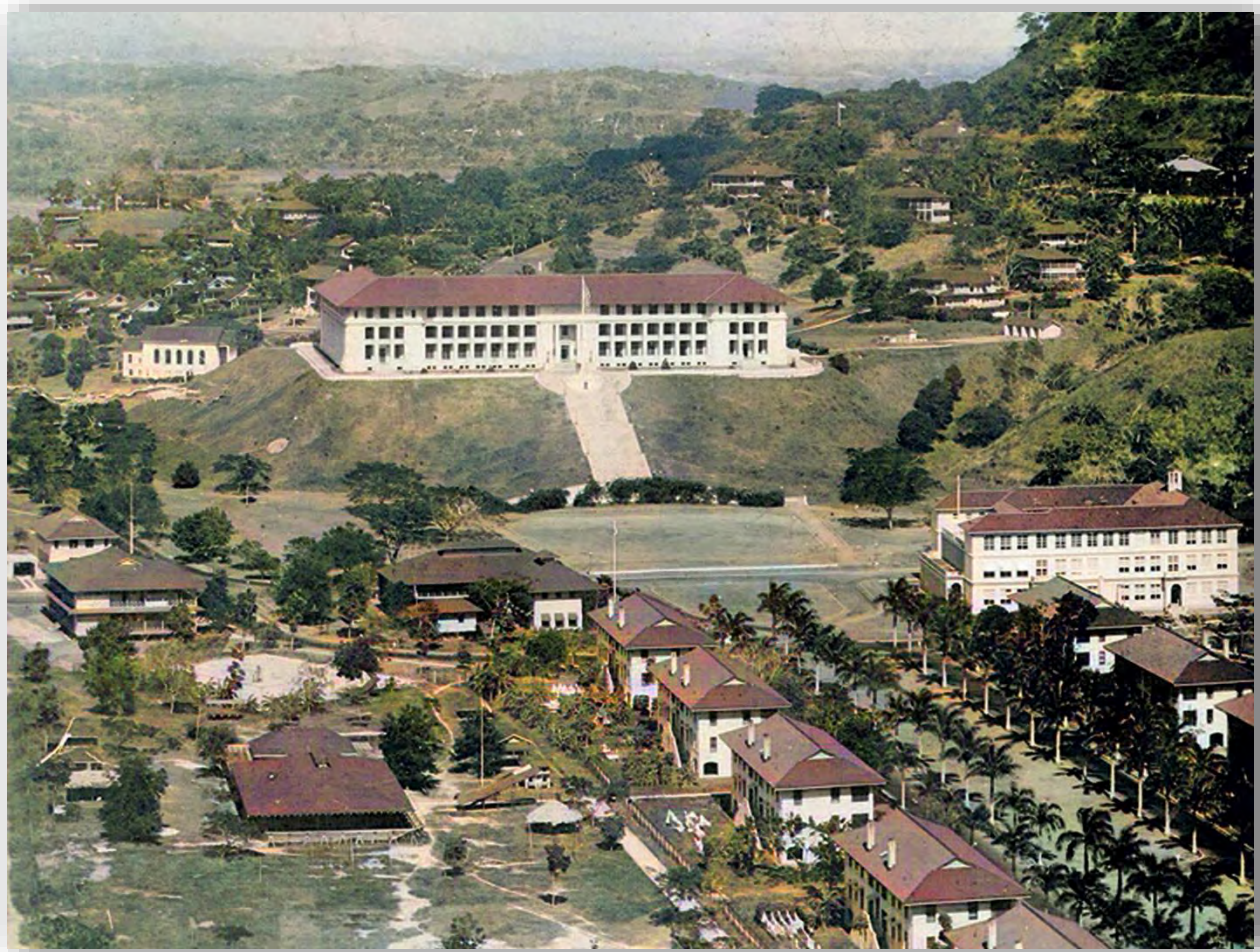


Photo 93 - CIRCA 1920: EL PRADO AND ADMINISTRATION BUILDING FROM CERRO SOSA.

TRAMS AND MOVIES.

There were tramcars to ride to Panama, for women market-bound, and far out on the Sabanas, for families on a Sunday outing. After automobiles became more numerous one could drive around "The Loop," through what is now Albrook Field, or along Amador Road to inspect the fast-growing new military post, or onto the docks.

When the Balboa restaurant, now the police station, was built about 1917, it became one of Balboa's social centers. Some people even dressed-in the society meaning of the word-to dine there and it was the fashionable place to drop in for coffee or hot milk after a dance.

Other recreation centers were the Balboa Community House, now St. Mary's School, the Balboa Yacht Club which today, remodeled, houses the American Legion, the YMCA, and a YWCA which was located on Carr Street and later became the dormitory for many students at the Junior College.

By 1920 the townspeople were practically busting out of the small movie hall on the second floor of the clubhouse, and a special "moving picture room" was added to take care of this increased patronage," according to the Governor's annual report.



Photo 94 - CIRCA 1920: BALBOA ELECTRICAL STOREHOUSE, SECTION K.

ELECTRICAL DIVISION.

The combined gross output of the Gatun hydro-electric station for November was 5,700,600 KWH. on a computed water consumption of 4,124,870,000 cubic feet. The combined gross output of the Miraflores steam plant was 122,020 KWH. with an oil consumption of 2,733 barrels.

The total gross output of both stations was 5,822,620 KWH. The total power distributed to consumers was 4,902,701 KWH. The total loss of power in plant auxiliaries, transmission, and transformation was 934,199 KWH, or 16.1 of gross output.

The work of replacing all defective insulator units on the transmission line was completed during the month, resulting in the replacement of a total of 1,915 insulation units. Miscellaneous repairs and installations of electric equipment were made on 46 vessels during the month, 32 at Cristobal and 14 at Balboa. There were 65 spillway gate operations during the month, 47 of which were for lake elevation regulation.

The following work was under progress during the month, with completion on November 30, as shown:

	Per cent completed.
Installation of 4 K-5 switches at Miraflores substation.	65
Installation of two 1,000-ampere, K-12 switches at Cristobal substation.	81
Installation of new 8,400 KVA transformer and 3 new tie-line equipments at Gatun substation.	69
Installation of 2 complete feeder equipments at Balboa substation.	95
Installation of three 400,000 c.m 3-conductor tie lines between Gatun hydro-electric and substation.	58
Transformers and other electrical work at new incinerator plant, Cristobal.	75

¹ Indicates no work was done during the month.

¹⁰³ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., January 5, 1921.



Photo 95 - 1920 CIRCA: BIRD'S EYE OF PEDRO MIGUEL SHOWING VESSEL IN LOCKS.

Locks Operation and Maintenance: On July 25, 1919, the largest American ships that have transited the canal were passed through the locks; they were the dreadnaughts New Mexico and Mississippi, each of 32,000 tons displacement, 624 feet long and 97 feet 4.5 inches beam. As the locks are 110 feet wide, there was in each case' a clearance of 6 feet 3.25 inches on either side, with the vessel centered in the locks. No difficulties were experienced during the passage. The British cruiser Renown, which passed through the Canal on March, 30, 1920, is the largest ship to have transited the Canal to date, although her beam is 6 feet less than that of the New Mexico and Mississippi. She has a length of 795 feet and a displacement of 33,379 tons. There was a total of 8,149 lockages during the year, of which 2,559 were at Gatun, 2,859 at Pedro Miguel, and 2,731 at Miraflores. A total of 2,534 commercial vessels were locked through at Gatun, 2,527 at Pedro Miguel, and 2,528 at Miraflores. Six hundred and fourteen vessels of all descriptions, pertaining to the Canal and Army and Navy, for which no tolls were paid, passed through Gatun locks; 1,003 through Pedro Miguel locks, and 978 through Miraflores locks...

Operations were continued throughout the year on a two-shift basis, covering a period from 7 a. m. to 6 p. m., at Pedro Miguel locks and from 7 a. m. to 8:30 p. m., at Miraflores locks. It has been found necessary at times to hold the men beyond the regular working day, but the above hours take care of traffic under normal conditions... There was an increase in lockages of 16 per cent at Pedro Miguel and 17 per cent at Miraflores locks over the number for the last fiscal year. There were no delays to traffic due to failure of the operating machinery. Practice operations of the emergency dams were made monthly, but no emergency operations were necessary.



Photo 96 - CIRCA 1920: SUB CHASERS, CRISTOBAL, ENTRANCE TO CANAL.

The following Executive Order No. 3091 is made applicable to The Panama Canal by the above order.

EXECUTIVE ORDER.

Under authority of the Act of Congress, Chapter 78, Section 2, approved May 20, 1918, it is hereby ordered that the Secretary of the Navy be and he hereby is authorized to transfer any or all vessels, boats, and auxiliary ships of the Navy classified as yachts, colliers, transports, tenders, supply ships, hospital ships, submarine chasers, patrol boats, motor boats, fishing vessels, and special types built, purchased or commandeered for a substantial consideration by the Navy subsequent to the declaration of Congress by joint resolution approved April 6, 1917, that war exists between the United States and Germany, and provided said vessels were built, purchased, or commandeered for the purposes of said war, and any other Executive Department of the Government is desirous of securing from the Navy Department such vessels, boats, and auxiliary ships, or any of them, which are, in the opinion of the Secretary of the Navy, not necessary for the needs of the Navy, upon such terms as may be agreed to by the Executive Head of such Department and the Secretary of the Navy.

It is hereby further ordered that the Secretary of the Navy may in his discretion and upon such terms as may be agreed to by him and the Executive Head of any Executive Department desirous of obtaining same, transfer the materials and equipment of vessels, boats, and auxiliary ships of the Navy as above described, said materials and equipment consisting of masts, bowsprits, boats, anchors, tackle, furniture, and all other necessities appertaining and belonging to such vessels, boats, and auxiliary ships.

WOODROW WILSON

THE WHITE HOUSE,
May 24, 1919.

¹⁰⁵ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., March 10, 1920.



Photo 97 - CIRCA 1920: GENERAL VIEW, MIRAFLORES LOCKS.

PACIFIC LOCKS, ORGANIZATION AND PERSONNEL.

There were few changes in the personnel, but the general organization remained the same as throughout the previous year with the exception of the addition of two supervisors and additions in some of the minor positions, all of which are covered below.

Mr. W. R. Holloway continued as superintendent throughout the year, with Mr. J. O. Myrick as assistant superintendent. Mr. D. H. Moore was promoted from assistant mechanical supervisor to the newly authorized position of mechanical supervisor, and Mr. Oliver Bullock was promoted from assistant electrical supervisor to the newly authorized position of electrical supervisor, both promotions being made effective May 16, 1920. Mr. R. S. Mills and Mr. A. E. Meigs continued in the other two positions of electrical supervisor and mechanical supervisor, respectively, throughout the year.

Due to the increase in traffic it was found necessary to increase the gold organization by two control house operators - one each for Pedro Miguel and Miraflores locks. The gold organization was also increased by the addition of one utility foreman. Approximately 47 per cent of the silver force joined the strikers in the strike that commenced on February 24, 1920. Twenty-six per cent of the strikers returned to work, and by taking on new men the silver force was back to normal in one month.

There was no delay to shipping on account of the strike.

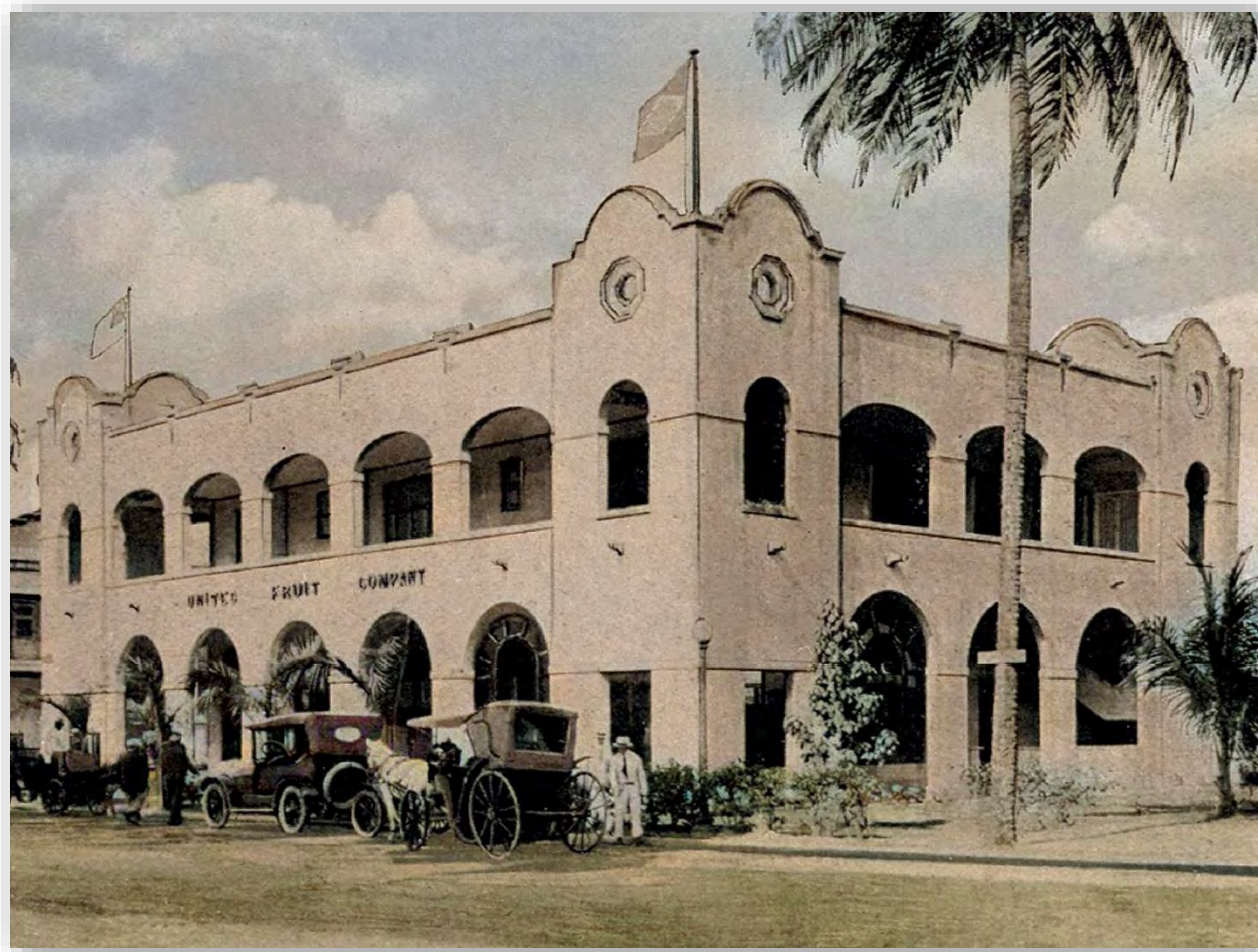


Photo 98 - CIRCA 1920: UNITED FRUIT COMPANY OFFICE AT CRISTOBAL.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing
from Port of Cristobal for Week Ending December 13, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Tolca	United Fruit Co.	December 12..	December 12..	57	24
Caribbean	Panama Railroad Cattle Industry..	December 12..	December 12..		4
Ansaldo San Giorgio I	Societe Nazionale di Navigazione..	December 12..	December 13..	23	(*)
Tamar	Pacific Steam Navigation Co.		December 13..		310
Parismina	United Fruit Co.	December 13..	December 16..	1,296	143
Newport	Pacific Mail Steamship Co.		December 16..		1,612
Colon	Panama Railroad Steamship Line..		December 16..		2,606
Gen. H. F. Hodges.	Panama Railroad Steamship Line..		December 18..		2,083
Urubamba	Peruvian Line.	December 13..	December 17..	1,438	387
Arzila	Pacific Steam Navigation Co.	December 13..		413	
Aysen	Chilean Steamship Co.	December 14..	December 18..	852	86
Cristobal	Panama Railroad Steamship Line..	December 14..	December 17..	9,090	(*)
Calamares	United Fruit Co.	December 14..	December 15..	757	6
Abangarez	United Fruit Co.	December 15..	December 15..	1	20
Acajutla	Pacific Steam Navigation Co.	December 15..	December 18..	282	(*)
Asian	Leyland Line.	December 15..	December 18..	875	678
Quilpue	Pacific Steam Navigation Co.	December 16..	December 18..	440	331
Caribbean	Panama Railroad Cattle Industry..	December 16..		300	
Eika III	Caribbean Steamship Co.	December 16..	December 16..	(*)	465
C. A. Canfield	Pan.-Amer. Petroleum Co.	December 16..	December 18..	8,600	(*)
Manuel Calvo	Spanish Line.	December 18..		326	
Manavi	Pacific Steam Navigation Co.	December 18..		326	

* No cargo discharged.

* No cargo laded.

¹⁰⁷ THE PANAMA CANAL RECORD, Balboa Heights, C. Z., December 22, 1920.



Photo 99 - CIRCA 1920: PANAMA CANAL ENTRANCE TO HOSPITAL GROUNDS ANCON.

To all concerned: The following plan for naming the residential streets in Ancon, Balboa Heights, and Balboa is approved. The plan affixes names of many old Canal settlements and neighboring localities to streets, gives the names of President Roosevelt and Senator Morgan to two important streets, and provides for naming a street in Balboa after each former Canal employee who lost his life in the military or naval service during the World War.

Beginning at the boundary line between Ancon and the city of Panama, the line road from the Ancon post office to Chorrillo shall retain the name of Fourth of July Avenue. From Chorrillo, the road leading to Balboa is to be named Balboa Road. As such it extends past the restaurant, Balboa clubhouse, the ice plant, and Balboa shops to the end of the plot in which is situated the Pacific terminal office building. From this point, the new road leading to Diablo where it joins the Corozal Road shall be known as Diablo Road. From the Ancon post office, the street extending along the boundary in front of the Tivoli Hotel to the Corozal Road shall be known as Tivoli Avenue. The main road from Panama to the Administration Building at Balboa Heights extending from Tivoli Avenue opposite De Lesseps Plaza, shall be named Ancon Boulevard.

The road from the Ancon post office, through the grounds of Ancon Hospital, shall be known as Hospital Road to the top of the hill at the women's bachelor quarters, where it becomes the Heights Road, extending past the Governor's; residence and the residence of the Marine Superintendent to the Administration Building.

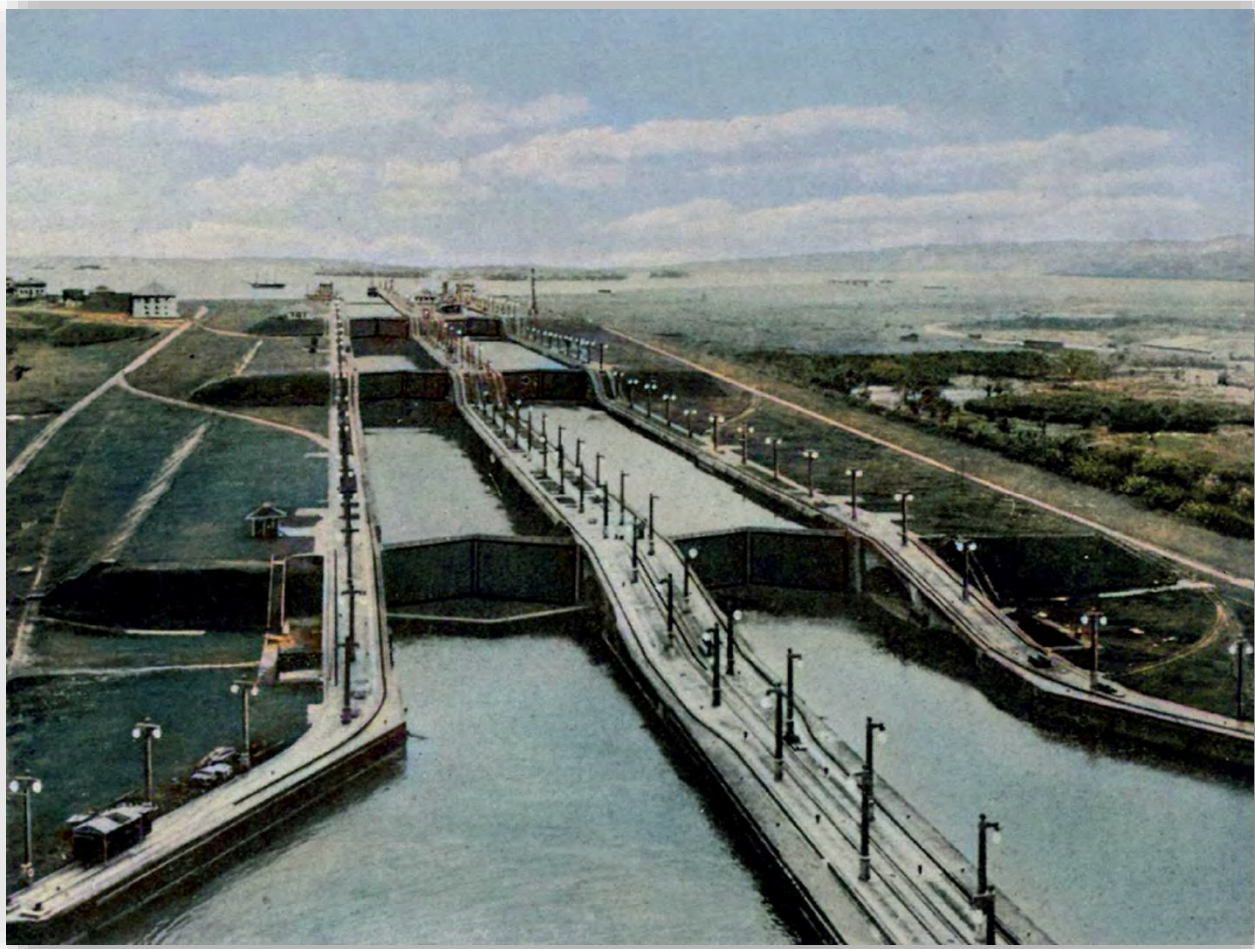


Photo 100 - CIRCA 1920: GATUN LOCKS LOOKING SOUTH.

A total of 2,478 commercial vessels made the transit of the Canal, 1,180 from the Atlantic to the Pacific and 1,298 in the reverse direction. Commercial cargo carried through the Canal amounted to 9,374,499 tons, of which 4,092,516 tons were from the Atlantic to the Pacific and 5,281,983 from the Pacific to the Atlantic. Three hundred and twenty-nine ships, with a cargo tonnage of 1,129,616, passed through the Canal in ballast; 105, with a tonnage of 458,383, were northbound, and 224, with a tonnage of 671,233, were southbound. United States Government vessels transiting the Canal free of tolls aggregated 266, of which 51 were northbound and 215 southbound. Of these 218 pertained to the United States Navy, 18 to the Army, and 30 were merchant ships with naval cargo. The tonnage transported by these ships amounted to 365,898, of which 150,814 tons were in naval vessels, 27,275 in Army vessels, and 187,809 tons were transported in merchant vessels under control of the Navy. Five naval vessels of other nations, totaling 69,536 tons displacement, transited the Canal.

The traffic for the year showed an increase as compared with the preceding year, in vessels, tonnage, and cargo, amounting, respectively, to 22.37 per cent, 39.38 per cent, and 36.31 per cent. The number of commercial vessels transiting the Canal was 16.34 per cent above all previous yearly records. The distribution as to nationalities of the ships transiting the Canal during the year was as follows: United States, 1,129; British, 753; Japanese, 118; Norwegian, 106; Chilean, 79; Peruvian, 75; French, 60; Spanish, 41; Dutch, 29; Italian, 26; Swedish, 19; German, 17; Danish, 9; Panamanian, 4; Brazilian, 3; Chinese, Portuguese, and Russian, 2 each; Belgian, Colombian, Costa Rican, and Uruguayan, 1 each.

¹⁰⁹ ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.

Epilogue

The 100 colorized photographs of this publication show a stark contrast to today, however, some statistics, if we compare the 1920 and 2020 annual reports, are astonishing.

The workforce in Fiscal Year (FY) 1920 consisted of 21,631 workers; almost all of them American or West Indian. Currently (9,700 employees), 99.9% are Panamanian. In addition, less than one percent were women versus 12 percent today. In FY 1920, a total of 2,478 oceangoing commercial vessels transit the Canal (12,245 in FY2020) and commercial cargo carried through the Canal amounted to 9.4 millions of tons (FY1920) versus 475 millions of tons (PC/UMS) in FY2020.

Impressively, 100 years ago the Republic of Panama received, from the Panama Canal, \$250,000 annually, although, as seen in the figure below, the amount was much lower. In FY2020, the direct contributions from the Panama Canal to the National Treasury of the Republic of Panama exceeded \$1,824 million; plus indirect income, another billion more approximately.

The total expenditures for construction of public works in the cities of Panama and Colon from 1904 to the end of the fiscal year were \$1,430,208.91 and \$1,220,382.03, respectively. The total expenditures for operation and maintenance of public works were \$911,083.54 for Panama and \$798,127.58 for Colon. Under the agreement with the Republic of Panama all expenditures incurred by the United States for construction, operation and maintenance of waterworks, sewers, and pavements in the cities of Panama and Colon are to be reimbursed to the United States within a period of 50 years from July 1, 1907. Besides being authorized to currently reimburse itself from water rental collections for expenses of the operation and maintenance, the United States liquidates the expenditures for construction by quarterly charge of one-fourth of the part of the capital cost, ascertained by dividing the amount thereof by the number of years the contract has to run. In addition, the Republic of Panama pays interest at the rate of 2 per cent per annum on the capital cost balances and on the proportionate cost of waterworks in the Canal Zone used for supplying water to the two cities, based upon the quantity consumed. To liquidate the capital cost there has been paid to the United States, or is immediately due, the sum of \$563,442.21, leaving a balance unpaid of \$1,106,926.48 for the work in Panama, and \$980,222.25 for the work in Colon, payable in installments during the contract period. The amount which is payable immediately under the agreement is \$94,179.05 and is covered by bills for the difference between the current charges for the work, plus the quarterly payments required, and the amount collected as water rentals. The Panama Canal continues to maintain the pavements in the two cities under a temporary agreement effected at the beginning of the fiscal year 1918, under which reimbursement is still obtained through water rental collections.

Illustration 15 - ANNUAL REPORT OF THE GOVERNOR OF THE PANAMA CANAL, Washington, 1920.

Acknowledgments

This book would not have been possible without the support of my friends and, above all, the translation and editing carried out by my daughter, Isabella Cristina Massot. Thank you to all that have encouraged me since day one; I sincerely appreciate your support.



Illustration 16 - Isabella Cristina Massot at Segovia, Spain (2020).

About the Author

Born in Panama on November 19, 1959 with Spanish roots thru his mother Carmen Cristina Hernández Claramunt and his father Juan José Massot Pellisé. Educated in various schools in Panamá (La Salle, Instituto Pedagógico and Javier).

Graduated as a civil engineer from the Universidad Santa María La Antigua (USMA) with postgraduate studies in Hydrology (Madrid, Spain) and Master's degrees in Business Administration and Sciences (USMA).

He has 40 years of employment with the Panama Canal and has exercised supervisory and management functions in addition to specialized tasks such as hydrologist, safety officer, valuation & industrial engineer, historical documentation coordinator, and others.



Illustration 17 - Jaime Massot Hernández at Las Cumbres (September 8, 2020).

Other publications

Publications at AMAZON BOOKS / Keywords: "Jaime Massot" - Books printed in the United States of America					
#	Title	Date	Size	Pages	Language
1	<i>El Panamá de Ayer y Hoy "En Imágenes"</i>	2008-12	8.5 x 11	188	Spanish
2	<i>El Panamá de Ayer y Hoy "En Imágenes"</i>	2011-05	8.5 x 11	208	Spanish
3	<i>El Panamá de Ayer y Hoy "En Imágenes"</i>	2012-06	8.5 x 11	182	Spanish
4	<i>Voluntad para lograr lo imposible</i>	2015-05	8.5 x 11	458	Spanish
5	<i>El Casco Antiguo de Panamá en lápices de colores</i>	2015-08	8.25 x 6	102	Spanish
6	<i>El Casco Antiguo de Ayer y Hoy (1875-2015)</i>	2015-09	8.5 x 11	24	Spanish
7	<i>El Panamá de Ayer y Hoy - Tres siglos en imágenes</i>	2015-09	8.5 x 11	106	Spanish
8	<i>Un paseo por la ciudad hace más de 100 años</i>	2015-10	8.25 x 6	30	Spanish
9	<i>Centenario del barrio de La Exposición (1916-2016) - Ayer y Hoy</i>	2016-08	8.5 x 11	26	Spanish
10	<i>Conjunto Monumental Histórico del Casco Antiguo y periferia</i>	2016-08	8.5 x 11	102	Spanish
11	<i>Diccionario Ilustrado de Panameñismos</i>	2016-12	8.5 x 8.5	200	Spanish
12	<i>Diez años en la cuenca del Canal de Panamá</i>	2016-12	8.25 x 6	72	Spanish
13	Panama Canal Zone - Then and Now	2016-12	8.5 x 11	158	English
14	<i>Imágenes de mi Panamá en 100 páginas</i>	2017-01	8.5 x 11	102	Spanish
15	<i>Monumentos históricos de Panamá según la enciclopedia libre Wikipedia</i>	2017-02	8.5 x 11	238	Spanish
16	<i>Un paseo por la ciudad de Panamá: Photowalk 2015</i>	2017-05	8.5 x 11	46	Spanish
17	<i>Visitas de interés para los turistas (1926)</i>	2017-06	8.5 x 11	112	Spanish
18	Casco Antiguo and surroundings: 10 years in colored pencils	2017-12	8.25 x 6	212	English
19	<i>Análisis del Sistema de Ascenso por Mérito en la Comisión del Canal de Panamá</i>	2017-12	8.25 x 11	130	Spanish
20	<i>Análisis de las Conclusiones del Estudio de las Alternativas al Canal de Panamá</i>	2017-12	8.25 x 11	136	Spanish
21	<i>El Casco Antiguo y alrededores: Diez años en lápices de colores</i>	2017-12	8.25 x 6	212	Spanish
24	Panama Canal Construction (1904-14): Postcards, Tales and Facts	2018-04	8.5 x 11	480	English
25	<i>El Panamá de Ayer y Hoy - En Imágenes: X Aniversario (2008-2018)</i>	2018-06	8.5 x 11	178	Spanish
26	<i>El Panamá de Ayer y Hoy: En fotos, planos y mapas</i>	2018-12	8.5 x 11	178	Spanish
27	From Colon to Panama (1912): Illustrated with historical photos, postcards, documents and maps	2019-06	8.5 x 11	480	English
28	<i>Proyecto de renovación de la ciudad de Colón (2014-2019) - Lo bueno, lo malo y lo feo</i>	2019-08	8.5 x 11	94	Spanish

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